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### TIME-TABLE.

WEEK DAYS

| | | A.M. | A.M. | A.M. | NOON | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|
| Kowloon... | ...Dep. | 6.40 | 9.15 | 10.30 | 12.00 | 1.15 | 4.35 | 5.29 | 7.10 |
| Yaumati... | ...Dep. | 6.50 | 9.24 | 10.39 | 12.09 | 1.24 | 4.44 | 5.38 | 7.19 |
| Shatin ... | ...Dep. | 7.02 | 9.36 | 10.51 | 12.21 | 1.36 | 4.56 | 5.51 | 7.31 |
| Taipo ... | ...Dep. | 7.16 | 9.49 | 11.04 | 12.34 | 1.49 | 5.09 | 6.04 | 7.44 |
| Taipo Market | ...Dep. | 7.21 | 9.53 | 11.08 | 12.38 | 1.53 | 5.13 | 6.08 | 7.48 |
| Fanling ... | ...Dep. | 7.32 | 10.03 | 11.18 | 12.48 | 2.03 | 5.24 | 6.19 | 7.58 |
| Sheungshui | ...Dep. | 7.36 | 10.07 | 11.22 | 12.52 | 2.07 | 5.28 | 6.23 | 8.02 |
| Shumchun | ...Arr. | 7.42 | 10.13 | 11.28 | 12.58 | 2.13 | 5.34 | 6.29 | 8.08 |

| | | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|
| Shumchun | ...Dep. | 7.21 | 8.05 | 10.38 | 11.40 | 3.00 | 4.17 | 5.13 | 6.08 |
| Sheungshui | ...Dep. | 7.28 | 8.12 | 10.45 | 11.47 | 3.07 | 4.24 | 5.20 | 6.15 |
| Fanling ... | ...Dep. | 7.32 | 8.16 | 10.49 | 11.51 | 3.11 | 4.28 | 5.24 | 6.19 |
| Taipo Market | ...Dep. | 7.42 | 8.26 | 10.59 | 12.02 | 3.21 | 4.38 | 5.34 | 6.29 |
| Taipo ... | ...Dep. | 7.46 | 8.30 | 11.04 | 12.07 | 3.25 | 4.42 | 5.38 | 6.33 |
| Shatin ... | ...Dep. | 7.59 | 8.43 | 11.17 | 12.21 | 3.38 | 4.56 | 5.51 | 6.46 |
| Yaumati... | ...Dep. | 8.12 | 8.55 | 11.29 | 12.33 | 3.50 | 5.08 | 6.03 | 6.58 |
| Kowloon... | ...Arr. | 8.20 | 9.03 | 11.37 | 12.41 | 3.58 | 5.16 | 6.11 | 7.06 |

SUNDAYS AND PUBLIC HOLIDAYS

| | | A.M. | * | A.M. | A.M. | NOON | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|
| Kowloon... | ...Dep. | 6.40 | 8.35 | 9.15 | 10.30 | 12.00 | 2.22 | 5.29 | 7.10 |
| Yaumati... | ...Dep. | 6.50 | — | 9.24 | 10.39 | 12.09 | 2.31 | 5.38 | 7.19 |
| Shatin ... | ...Dep. | 7.02 | — | 9.36 | 10.51 | 12.21 | 2.43 | 5.51 | 7.31 |
| Taipo ... | ...Dep. | 7.16 | — | 9.49 | 11.04 | 12.34 | 2.56 | 6.05 | 7.44 |
| Taipo Market | ...Dep. | 7.21 | — | 9.53 | 11.08 | 12.38 | 3.00 | 6.09 | 7.48 |
| Fanling ... | ...Dep. | 7.32 | — | 10.03 | 11.18 | 12.48 | 3.11 | 6.20 | 7.58 |
| Sheungshui | ...Dep. | 7.36 | 9.12 | 10.07 | 11.22 | 12.52 | 3.15 | 6.24 | 8.02 |
| Shumchun | ...Arr. | 7.42 | 9.18 | 10.13 | 11.28 | 12.58 | 3.21 | 6.30 | 8.08 |

* First Class Only

| | | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|
| Shumchun | ...Dep. | 8.12 | 10.38 | 11.40 | 3.00 | 4.17 | 5.20 | 5.40 | 6.09 |
| Sheungshui | ...Dep. | 8.19 | 10.45 | 11.47 | 3.07 | 4.24 | 5.27 | 5.46 | 6.16 |
| Fanling ... | ...Dep. | 8.23 | 10.49 | 11.51 | 3.11 | 4.28 | — | 5.51 | 6.20 |
| Taipo Market | ...Dep. | 8.33 | 10.59 | 12.02 | 3.21 | 4.38 | — | 6.01 | 6.30 |
| Taipo ... | ...Dep. | 8.37 | 11.04 | 12.07 | 3.25 | 4.42 | — | 6.05 | 6.34 |
| Shatin .... | ...Dep. | 8.51 | 11.17 | 12.21 | 3.38 | 4.55 | — | 6.18 | 6.47 |
| Yaumati... | ...Dep. | 9.03 | 11.29 | 12.33 | 3.50 | 5.07 | — | 6.30 | 6.59 |
| Kowloon... | ...Arr. | 9.11 | 11.37 | 12.41 | 3.58 | 5.15 | 6.04 | 6.38 | 7.07 |

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WEEK DAYS.

| STATIONS. | | A.M. | A.M. | P.M. | P.M. |
|---|---|---|---|---|---|
| Fanling | ...Dep. | 7.45 | 11.30 | 2.20 | 6.25 |
| Shataukok | ...Arr. | 8.40 | 12.25 | 3.15 | 7.20 |

WEEK DAYS.

| STATIONS. | | A.M. | A.M. | P.M. | P.M. |
|---|---|---|---|---|---|
| Shataukok | ...Dep. | 6.30 | 10.15 | 1.05 | 5.00 |
| Fanling | ...Arr. | 7.25 | 11.10 | 2.00 | 5.55 |

SUNDAYS AND PUBLIC HOLIDAYS.

| STATIONS | | A.M. | A.M. | P.M. | P.M. |
|---|---|---|---|---|---|
| Fanling | ...Dep. | 7.45 | 11.30 | 3.20 | 6.25 |
| Shataukok | ...Arr. | 8.40 | 12.25 | 4.15 | 7.20 |

SUNDAYS AND PUBLIC HOLIDAYS.

| STATIONS. | | A.M. | A.M. | P.M. | P.M. |
|---|---|---|---|---|---|
| Shataukok | ..Dep. | 6.30 | 10.15 | 2.05 | 5.15 |
| Fanling | ...Arr. | 7.25 | 11.10 | 3.00 | 6.10 |

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## PHILOSOPHY OF A FALL.

### YEAR'S PREMIERSHIP OF M. HERRIOT.

M. Edouard Herriot (Late Premier of France, now President of the Chamber of Deputies) writes as follows in the *Sunday Times*:—

On the tenth of April the Cabinet over which I had the honour to preside was defeated by the Senate and resigned. Thus ended the Government born of the elections of May 11th, 192.. the so-called Ministery of the coalition of the Left, which, relying upon the support of the advanced elements of the national representation, sought at home and abroad to defend a really democratic programme:

It is necessary to say that I regard my fall with perfect serenity? He would not be worthy to have governed who did not know how to judge his own fate with the same coolness that he judged the fact of others. With this in mind, I will endeavour to sum up what I attempted to do.

Abroad I desired to work with all my energy for the establishment of real peace. Upon coming into power I went to Chequers for a first conference with my friend MacDonald, whose friendship I treasure. There it was decided to hold the Conference of London, which brought me, among other advantages, the privilege of working day by day with the eminent Mr. Kellog, for whom I have a respectful and lively admiration. From this meeting, whose object was to put the Dawes plan into execution, there dates not only the settlement of the problem of Reparations, but the beginning of a new era for Europe. At London we met with the Germans, and though each party strongly defended its interests, there resulted from this meeting that spirit of collaboration which is indispensable in the reorganisation of European life.

Then came Geneva. France, in association with Great Britain, formulated and signed the Protocol which, to our minds, constituted a sort of Declaration of the Right of Peoples to Peace, as in other days the Declarations of the Rights of Man established the law of liberty of the individual.

### PACT OF SECURITY.

From these efforts of rapprochement were born those projects in the formulation of which I was engaged when the slaying of my Ministry took me by surprise. It is known now that the Germans have made propositions for the establishment of a pact of security. On this question I had the good fortune to find myself in full accord with Mr. Austen Chamberlain. In this connection I am pleased to say that throughout the duration of my Government there existed a profound cordiality between France and Great Britain.

Within France my task was more difficult. I encountered grave obstacles because I wanted to restore the principle of absolute freedom of the State from the Church, to which our democratic parties are greatly attached. Not for an instant did I dream of disturbing any religion, the most persistent enemy could not reproach me with the slightest act of persecution. It would be odious to interfere with religious beliefs. But clericalism is adept in confusing politics and religion. In endeavouring to dissociate one for the other, to separate the spiritual from the temporal, I provoked fierce resistance.

### NATIONAL SELF-SACRIFICE.

A more serious difficulty was the financial problem, the solution of which I believed to have been delayed too long. We should have the courage to try to establish a financial situation comparable with that which existed before the war. I believe that an effort along this line made by our countries would be beneficial, not only for the nations, but for their individual inhabitants. But it is easier to encourage a country in its illusions than to wake it up. My speech at Fontainebleau, where I made an appeal for national sacrifice, was undoubtedly to cost me the Senate. However, my Government presented for the first time since the war a perfectly balanced Budget, without recourse to the loan evil. For the first time the special budget of recoverable expenditures was suppressed. For the first time an important sum had been received on the account of Germany in the application of the Dawes plan. This will be our contribution to the financial rehabilitation of France.

When I wanted to do more I found redoubtable difficulties in the Treasury. Whenever you renounce the system of loans you find the Treasury overwhelmed with crushing charges. In full accord with the Bank of France I struggled with all my strength to prevent inflation. In making my Budget I reduced public expenditures to the minimum. I appealed to the nation from the financial standpoint, when it seemed to me that as a result of the political campaign which had caused the cashing in of national bonds and the evasion of capital, it had become impossible for me to prevent an increase in the monetary circulation, and I desired at least that this increase be compensated by a supplementary and provisional recourse to taxes. It was in following out this policy that M. de Monzie in the name of our Government submitted to the two Chambers of Parliament a project for an appeal to capital, at first voluntary, and, in case of the failure of this invitation, a forced patriotic effort.

On this programme I fell.

(*Continued on next Column*).

## THE FILIPINOS.

### ARE THEY OF CHINESE OR MALAY DESCENT?

[BY CONRADO BENITEZ, IN "MANILA TIMES."]

A recent decision of a California judge declares the Filipinos to be Mongolians, and not Malayans, and therefore, coming within the statute prohibiting marriage between American women and Mongolian men. This judicial dictum will, of course, be considered a flagrant error by the people of the Philippines, who have long been deluded into the belief that racially they are so different from the other Oriental peoples. This news will come as a shock to many of us who have taken such pride in regarding ourselves the Latins of the Orient, and who have been in the habit of isolating ourselves racially and culturally from other Orientals.

There should be more such decisions in the United States. They will serve a good purpose in the Philippines. They should bring us face to face with the living realities of the present. Perhaps it is only by the continuation of American discrimination against the Filipino that we could be led to realize that the final solution of our population problem lies in the direction, not of exclusion of kindred elements, but rather of selection of the qualified types from among our related neighbours, and their naturalization and assimilation.

MONGOLIAN ADMIXTURE.

As a matter of fact, it is generally known that there is much Mongolian admixture in our present population. The Census of 1903 is authority to the information that intermarriage between the Chinese and Filipino has produced a progressive and generally prosperous type of citizen and that in many towns a considerable number of the leading families is descended from the adventurous Chinese immigrants of Spanish days. In the light, therefore, of our own experience as a people there is no gainsaying the fact that malgamation with the Mongolian, which is the race most closely related to the Malayan has been highly beneficial.

Why cannot the Philippines increase its population by the naturalization of desirable Chinese immigrants? This proposal would be unwelcome to those who have developed the Occidental prejudice against the Oriental. The exclusion of Chinese must be preserved to maintain the Philippines for the Filipinos, we are often told by people who themselves are descended from Chinese and bear Chinese names. Would some of the great modern nations, especially the United States of America, have developed so rapidly had their first settlers excluded related stocks from Europe? America is great to-day because she not only had the unlimited natural resources of a whole continent, but she opened her gates to related newcomers, who, naturalized and assimilated, became as patriotic citizens as those who had preceded them

PROGRESSIVE ASSIMILATION.

Similarly, in South America, the progressiveness of some of the republics there may be attributed to the utilization of their vast natural resources by naturalized but kindred elements. In the Philippines we are denied the beneficial contribution to social progress arising from assimilable population elements. Our present population policy allows the naturalization of those elements which do not desire to come, and excludes the naturalization and assimilation of related stocks that beg to come. The result is the elimination of that factor of social progress which has been most potent in the making of America, namely, population increase through immigration.

But America is now restricting even the admission of related types from Europe, it is alleged. That is because she is filling up. Her supply of lands is giving out. Even Europeans must be excluded, to some extent. And Mongolians have been long excluded for racial reasons.

"Why should the Philippines, a country with vast natural resources and plenty of idle lands, adopt the population policy of mature and settled nations!

"Is it not rather anomalous that a country whose inhabitants are Mongolians, according to the California judicial decision, is maintaining the Caucasian exclusion policy against brother Mongols.

## FRANCE AS PIVOT OF PEACE.

But in politics there is no such thing as a useless effort. The idea that we have advocated the idea of necessary sacrifice, is still masked by the clouds of the political storm, but this idea little by little will appear in its true light. The French public, which has much good sense, will come to understand. All democracy supports us, and M. Caillaux, whose financial authority no one doubts, will be able, I hope, to adapt the necessities of the case to the French temperament. The Cartel has reformed itself around the respected name of my friend Painleve. I will support him with all my energy against the assaults of reaction.

Swept from the Government I am happy, at least to be able to say to our friends of the United States that if they wish not only to see a settlement of the problem of the debts, but also to see France become the pivot of peace in Europe, it will be to their interest to support the efforts, so bitterly attacked, of our democracy. For if this programme does not triumph as it should triumph, we will risk seeing the forces of disorder growing—and by the forces of disorder I mean not only Communism, which as yet has no appreciable strength in France, but Fascism, which would lead us into the worst adventures.


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## GERMAN MERCHANT MARINE.

### SHIPPING MAGNATE ON NEED OF CO-OPERATION.

The proceedings at the recent meeting of the Deutscher Seeschiffahrtstag were opened by an address by Dr. L. Kiep, a director of the Hamburg-American Line, on German shipping. The speaker commenced by giving a short outline of the endeavours to rebuild the German mercantile marine subsequent to the surrender to the Allies of practically all German vessels, in conformity with the terms of the Versailles Treaty. He emphasized the fact that this rebuilding process was seriously handicapped by the 1917 regulations, exclusively providing, as they did, for the construction of cargo vessels devoid of any passenger accommodation. At the close of the period for the construction of cargo vessels devoted to rebuilding, *i.e.*, early in 1924, Germany's merchant fleet (including vessels owned by Danzig and Memel) consisted of 28 million tons, 55.5 per cent. of which was owned by Hamburg firms, and 26.7 per cent. by those of Bremen, whilst 14.8 per cent. was registered in Baltic ports and 3 per cent. in the remaining North Sea ports.

#### THE PREMIER LINES.

The Hamburg-American Line retained its premier position, possessing a tonnage of about 450,000 tons gross, the next in size being the fleet owned by the Norddeutscher Lloyd, consisting of about 400,000 tons gross. The relative positions of the other German shipping companies also remained approximately what they were previous to the war, except that the Hugo Stinnes Lines, totalling about 158,000 tons, must be added as a new comer.

#### STATE LOANS.

Dr. Kiep referred in detail to the State loans to the ship building industry, totalling 50 million marks, which, he said, were in fact productive unemployment doles to the shipyards, but he reproached the Government for its taxation policy during the past year, and said that he hoped the new laws would take more account of economic requirements. He criticized the inclusion of the shipping industry within the provision of the Dawes scheme, and sincerely hoped the German Government would bear this in mind. Dr. Kiep next examined the position of German shipping in relation to the international position as a whole, and he pointed out that this was determined by two circumstances of fundamental importance, *viz.*, the increase in the world's tonnage and the decrease in the world's traffic. The world's tonnage of steel and iron steamships and motorships amounted to 42½ million tons gross in 1914, as compared with 57½ million in June, 1924. It would be wrong, however, to describe the whole difference between these two figures as the effective increase in available tonnage, more especially in available cargo tonnage. Tank vessels had increased by 4,000,000 tons; ships exceeding 25 years of age also by 4,000,000; and a further 4,000,000 tons were represented by those vessels owned by the U.S. Shipping Board which are laid up owing to their being uneconomical propositions.

#### CORRECT FIGURES.

To arrive at a correct estimate, it would therefore be necessary to deduct about 12 millions from the above 15 millions, so that the effective increase amounted to 3 millions. On the other hand, the world's traffic had decreased by 20 per cent., and the passenger business had received a tremendous set-back through the immigration policy pursued by the United States. Whereas in 1923, 97,479 passengers were carried from the German North Sea ports to the United States, this number had dwindled down to 23,581 in 1924. If the present Act of Congress remained unchanged, the quota of admissible immigrants of German nationality would be reduced in 1927 to about 22,000. A further aggravation of the shipping position was the existence of numerous State-subsidized fleets whose deficits are made good at the expense of the taxpayers.

#### THE U.S. MARINE.

The first place was, said the speaker, taken in this respect by the U.S. Shipping Board, in whose case the deficit amounted to little less than 200 million marks per annum. He pointed out that the contention that their ships must be maintained in order to keep rates at an appropriate level was untenable, shipping being an international industry whose working material could be sent from one section of the globe to another until the owners might find it more profitable to have them laid up, so that the question of freight rates settled itself automatically. This natural interplay of supply and demand was upset by State-protected fleets, because in their case there was no line of demarcation between profit and loss. Dr. Kiep expressed the hope that the London Agreement would open up the road towards a consolidation of the European situation, and said he welcomed the commercial treaties concluded with the United Kingdom and the United States on the basis of the most-favoured-nation treatment.

#### NEED OF ECONOMY.

After referring to the international movement towards a more uniform code of legislation applicable to such matters as bills of lading and average adjustment, he examined the possibilities of improving the profits of German shipping by increased revenues and diminished expenditure, and stated that, following the example set by Albert Ballin, the lines were endeavouring to co-operate to mutual advantage in the various freight and passenger conferences, and that by mutual concessions, attempts were being made to do away with duplicated sailings, thus offering at the same time more regular services to shippers. Every effort was made to diminish expenses, *e.g.*, by the utilization of the latest types of machinery,

(*Continued at foot of next Column.*)

especially in regard to the saving of fuel, by a better organization and improved conditions in regard to port labour, and by the introduction of time and labour-saving machinery. Dr. Kiep expressed the view that these efforts had not been quite in vain, and that the outlook for the coming year had improved somewhat upon last year's working.—*Syren.*

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"Jenkyn," he said, "You and I are just two protoplasms whirling through space on a lump of dust. We both have our worries and our joys, and it's up to us to do a good turn when we can."

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## COMPANY REPORT.

### WHITEAWAY, LAIDLAW & CO.

The report of Messrs. Whiteaway, Laidlaw & Co., Ltd., for the past year states:—

The accounts show a profit of £125,890 8s. 5d., and, after providing for the payment of the preference dividends to 31st December, 1924, and an interim dividend on the ordinary shares paid 29th November, 1924, there is a balance of £80,653 6s. 1d., which the directors recommend shall be appropriated as follows:—

To pay a final dividend of 5 per cent., making 10 per cent. per annum, free of tax, on the ordinary shares.

To pay to the Trustees of the Employees' Provident Fund £1,000; and to carry forward the balance of £50,184 6s. 1d., to the next year's account.

## HONGKONG SHARE MARKET.

### CLOSING QUOTATIONS.

JUNE 9TH, 1925.

| | |
|---|---|
| Hongkong and Shanghai Banks | $1,200 nom. |
| Canton Insurances | $750 nom. |
| Hongkong Fire Insurances | $670 b. |
| Union Insurances | $283 b. |
| Douglas Steamships | $54 s. |
| H.K., C. & M. Steamboats | $38 s. |
| "Star" Ferries | $81½ b. |
| Waterboats | $17½ nom. |
| "Shell" Transports | 84/- b. |
| China Sugars | $56 s. |
| Langkats (combined) | Tls. 26½ nom. |
| Kowloon Wharves | $188½ b. |
| Whampoa Docks | $113 s. |
| Shanghai Docks | Tls. 136 b. |
| H.K. & S. Hotels | $13.60 b. |
| Hongkong Lands | $89 s., 88/89 sa. |
| Humphreys Estates | $19½ b. |
| Ewo Mills | Tls. 10.25 b., Tls. 10.10 sa. |
| Shanghai Cottons (new) | Tls. 57 n., (old) 31 n. |
| Orientals | Tls. 3.90 nom. |
| Cements (combined) | $27 b, 27½ s. & sa. |
| China Lights (combined) | $32½ b, 32/32½ sa. |
| Providents | (old, $15 n., (new) 14 nom. |
| Dairy Farms | $26½ nom. |
| Electrics | $79 s. |
| H.K. Ropes (combined) | $52 s. |
| Tramways | $40 b, 39½/40 sa. |
| Peak Trams | (old) $23½ nom. ex. div. |
| do | (new) $9.35 nom. |
| Watsons | (old) $21 s., (new) 20 nom. |
| China Underwriters | $4.20 b. |
| New Engineerings | $9½ nom. |
| Singapore Trams | Str. $1.90 b., $2.15 s. |

*b—buyers; s—sellers; sa—sales.*
*nom—nominal.*

## CINEMA NOTES.

### QUEEN'S THEATRE.

Charles Ray has scored another screen triumph in "Two Minutes to Go," a story of college life by Richard Andre, which began an engagement at the Queen's Theatre last night.

Ray gives an excellent portrayal of a football hero in this admirable First National attraction. The charm and virility which has characterized Ray in past screen successes was never better exemplified than in his interpretation of the role of the college lad, who, through financial reverses, is compelled to leave the team and give his spare time to peddling milk as a means of working his way through school.

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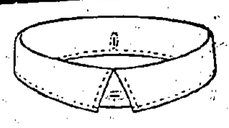

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HONGKONG. 59


## LOCAL SPORT.

### HONGKONG BASEBALL LEAGUE.

### LIST OF FIXTURES FOR THE COMING SEASON.

The schedule which is set forth below has been announced by officials of the Hongkong Baseball League for the forthcoming season. There may be changes from time to time owing to postponed games on account of rain but every effort will be made to adhere to the list as closely as possible. It is hoped to avoid the cancellation or spoiling of league matches by having on hand full sides of contestants for each league match.

It will be noted that double headers are frequent, the price of admission including both games. The plan for double headers is to start the first game promptly at 2.30 p.m. the 2nd game to start at 4.30 p.m. Seven inning games have been decided on as the official duration of league games, owing to the extreme heat.

The opening game will be played by the Hongkong Football Club and the Japanese Baseball Club at 4 p.m., Saturday, June 13th, on the Happy Valley Diamond. H.E. the Governor, has been invited to attend, and it is hoped he will bring his cricket arm into use again long enough to pitch the first ball of the official season.

The official umpires have not been selected, but it is hoped to prevail on the best available exponents of the game to officiate.

FIXTURES FOR 1925.

(Subject to later revision and alterations).

Saturday, June 13th:
Hongkong *v.* Japanese.
Sunday, June 14th:
University *v.* Indians.
Saturday, June 20th:
Philippines *v.* H.K.V.D.C.
Hongkong *v.* University.
Sunday, June 21st:
South China *v.* Indians.
Saturday, June 27th:
Hongkong *v.* Indians
H.K.V.D.C. *v.* Japanese.
Sunday, June 28th:
University *v.* Philippines.
Wednesday, July 1st:
South China *v.* Japanese.
Hongkong *v.* Philippines.
Saturday, July 4th:
H.K.V.D.C. *v.* Indians.
Married men *v.* Bachelors.
Sunday, July 5th:
Philippines *v.* Japanese.
Saturday, July 11th:
Hongkong *v.* H.K.V.D.C.
South China *v.* University.
Saturday, July 12th:
Indians *v.* Japanese.
Saturday, July 18th:
South China *v.* Philippines.
H.K.V.D.C. *v.* University.
Saturday, August 1st:
South China *v.* H.K.V.D.C.
Philippines *v.* Indians.

The balance of August dates will be used for return matches and playing of postponed games. The fixtures of the individual Clubs are as under:—

HONGKONG BASEBALL CLUB.

Saturday, June 13th, *v.* Japanese.
Saturday, June 20th, *v.* University.
Saturday, June 27th, *v.* Indian.
Holiday, July 1st, *v.* Philippines.
Holiday, July 4th, *v.* American Married Men *v.* Single Men.
Saturday, July 11th, *v.* H.K.V.D.C.
Saturday, July 25th, *v.* South China.

SOUTH CHINA BASEBALL CLUB.

Saturday, June 21st, *v.* Indians.
Holiday, July 1st, *v.* Japanese
Saturday, July 11th, *v.* University.
Saturday, July 18th, *v.* Philippines.
Saturday, July 25th, *v.* Hongkong.
Saturday, August 1st, *v.* H.K.V.D.C.

JAPANESE CLUB.

Saturday, June 13th, *v.* Hongkong.
Saturday, June 27th, *v.* H.K.V.D.C.
Hholiday, July 1st, *v.* South China.
Sunday, July 5th, *v.* Philippines.
Sunday, July 12th, *v.* Indians.
Saturday, July 25th, *v.* University.

PHILIPPINES CLUB.

Saturday, June 20th, *v.* H.K.V.D.C.
Saturday, June 28th, *v.* University.
Holiday, July 1st, *v.* Hongkong.
Sunday, July 5th, *v.* Japanese.
Saturday, July 18th, *v.* South China.
Saturday, August 1st, *v.* Indians.

UNIVERSITY CLUB.

Sunday, June 14th, *v.* Indians.
Saturday, June 20th, *v.* Hongkong.
Sunday, June 28th, *v.* Philippines.
Saturday, July 11th, *v.* H.K.V.D.C.
Saturday, July 25th, *v.* Japanese.

HONGKONG VOLUNTEER DEFENCE CORPS.

Saturday, June 20th, *v.* Philippines.
Saturday, June 27th, *v.* Japanese.
Saturday, July 4th, *v.* Indians.
Saturday, July 11th, *v.* Hongkong.
Saturday, July 18th, *v.* University.
Saturday, August 1st, *v.* South China.

INDIAN CLUB.

Sunday, June 14th, *v.* University.
Sunday, June 21st, *v.* South China.
Saturday, June 27th, *v.* Hongkong.
Saturday, July 4th, *v.* H.K.V.D.C.
Sunday, July 12th, *v.* Japanese.
Saturday, August 1st, *v.* Philippines.

## VESSEL TO BE SOLD.

### AN UNPAID BILL CLAIM.

Repairs done to the s.s. *Cochin China*, a French ship registered in Saigon but with owners in Hongkong, was the subject of a claim, involving a sum of $4,181, before Sir Henry Gollan, at the Supreme Court yesterday.

The Hon. Mr. C. G. Alabaster, K.C. (instructed by Mr. Hugh Jones) appeared for the plaintiff, the Kwong Cheong Loong Company. Counsel said that plaintiffs were instructed by the owners to do whatever repairs the captain and the engineer though necessary. The bill for repairs had been signed and certified by the captain and engineer but had not been paid.

The owners did not appear to contest the claim. Judgment was entered for plaintiffs for the amount claimed, and an order was made for appraisement and sale.

## A TALE OF TEAPOTS.

### JUDGE INSPECTS SELECTION OF SAMPLES.

On the table immediately beneath Mr. Justice Wood's seat in the Summary Court yesterday were ranged three teapots, of different sizes and types. These were important exhibits in a dispute between two dealers, one of whom sued the other for non-fulfilment of contract.

Plaintiff was represented by Mr. M. H. Turner, whilst Mr. Lo defended.

Plaintiff stated that defendant contracted to supply him with a quantity of teapots, but those delivered were not the ones he had ordered. He therefore claimed the difference in price between those he had been given and those he had ordered.

Defendant denied this and produced a large teapot which he said was the one ordered and submitted. The case was adjourned *sine die*, Mr. Turner stating he would take further instructions from his client.

## THE WRONG MAN.

### A EUROPEAN MOTOR CYCLIST CHARGED.

At the Kowloon Magistracy yesterday before Mr. E. W. Hamilton, Mr. A. Duncan was charged with having driven a motor-cycle recklessly in Nathan Road on May 25th.

Defendant stated that he owned the cycle but had not ridden it on that day. Sergeant Smith informed His Worship that it was defendant's brother who had committed the offence. The summons was dismissed, but a fresh summons will be taken out against the defendant's brother.

## TRAFFIC CHARGE.

### OFFENDER WHO KNEW NOT THE REGULATIONS.

At the Kowloon Magistracy yesterday, before Mr. E. W. Hamilton, Mr. F. Munn pleaded guilty to a charge of having disobeyed the signals of a police constable at Taku Street, Hunghom, on the 23rd May. He admitted having gone along Wuhu Street instead of continuing and turning down Bulkeley Street, but he was not aware that he was contravening the regulations.

His Worship imposing a fine of $5 said it seemed to him that defendant had a wrong idea of how the traffic of the Colony was controlled.

## GOLF AT HAPPY VALLEY.

The 5th qualifying competition for the Adamson Cup was played at Happy Valley on June 6th-8th. C. H. Beardall (96—18=78), Qualified, and other scores were: W. H. Edmonds (103—24=79); J. Laing (97—14=83); J. McCubbin (96—12=84), T. Bateman (110—23=87) and J. Dickson (112—24=88).

The Junior Section Championship was played at Happy Valley on the same dates, when the following qualified. J. Stewart, 93; J. McCubblin, 96; W. Paterson, 96; C. H. Beardall, 96; J. Laing, 97; B. Petheram, 100; W. H. Edmonds, 103; E. Moore, 104; R. F. Clark, 105; F. Oliver, 107; C. A. Grimes, 107; D. Lyon, 108; J. H. Gelling, 109; P. Morrison, 109; T. Bateman, 110; and D. J. Brown, 110.

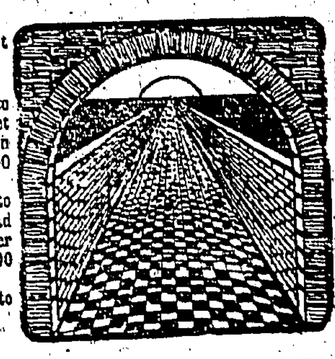
### PLAY AT FANLING.

In the competition for the Captain's Cup at Fanling on June 6th-8th, D. C. Bruce, (92—12=80) qualified.

## GARRISON TENNIS LEAGUE.

The results of matches played in the Garrison Tennis League last week were as follows:—Small Units beat "A" Co., East Surrey Regt. by 56 to 44. R.A.O.C. beat H.Q. Wing, East Surrey Regt. by 58 to 41. R.E. "B" beat "B" Co., East Surrey Regt. by 86 to 13.


# KAIPING HOUSEHOLD COAL



In Lots of not less than ½-ton:—
Delivered to Peak District (above Bowen Road), $21.00 per ton.
Delivered to Bowen Road and Lower Levels, $20.00 per ton.
Delivered to Kowloon, $19.00 per ton.

Orders should be sent in writing at least 24 hours, before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Compradore Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hongkong. 60


## SALE OF "PRESIDENT" SHIPS.

### PACIFIC MAIL INJUNCTION SUIT.

As has already been announced the injunction suit brought by the Pacific Mail Steamship Co. to prevent the sale of its five "President" ships to the Dollar Line was dismissed by the California District Supreme Court some weeks ago. Justice Hitz based his action on the Government's argument that the court was without jurisdiction to review discretionary acts of the board, coupled with the lack of property interests in the tonnage held by the plaintiff.

Chauncey G. Parker, general counsel for the Shipping Board, in his answer to the motion for a permanent injunction filed by the Pacific Mail, denied that the operation of the California Orient Line by the plaintiff had been successful, but, on the contrary, alleged that the operation of the line was so unsatisfactory to the officials of the Fleet Corporation, and to the Commissioners of the board, both as to extravagance in repairs and to extravagance in the use of fuel, oil, that serious consideration was given, about a year ago, to cancellation of the MO-agreement held by the plaintiff. It was further alleged that the Pacific Mail showed a loss of $782,340 in 1923 and a loss of $1,127,045 in 1924. Mr. Parker also denied that the plaintiff is entitled to mandatory preference by reason of its operation of the California Orient Line for the board, and expressly denied the statement of the Pacific Mail that the board had ignored and refused to consider the offer of the plaintiff, either as originally submitted or as later announced, but, on the contrary, had given full and careful consideration to the plaintiff's proposition.

### THE HIGHEST BID.

It is averred that in fact the Dollar bid was the highest and best bid. The board's answer sets forth that the initial cash payment to be made by Dollar is $1,875,000, whereas the cash payment to be made by the Pacific Mail interests was to be $1,250,000; that Dollar agreed to the payment of $3,750,000 in promissory notes spread over the years from 1927 to 1937, inclusive, $291,250 being payable in the years 1927 and 1936, and the balance in 1937, whereas the plaintiff's proposal for payment was to be $5,500,000 at the end of 15 years. The answer also alleges that Dollar agreed to give a $1,000,000 bond as guarantee for the operation of the ships for five years, while the plaintiff offered no security but gave a promise.

Referring to the statements issued by Commissioners Plummer, Benson and Thompson, the dissenting members of the board, it was averred that the law does not contemplate that the board act by unanimous vote, nor that the opinions of the minority shall control.

An inquiry addressed to Chairman O'Connor of the board has been made by the President for details of the split within the board over the sale of the tonnage, but responsible authorities regard the President's interest to be more in the direction of ascertaining the real facts relative to the sale than a request for data on which he might possibly base a demand for the resignations of any one of the three dissenting Commissioners.—*Nautical Gazette.*

## FAR EASTERN GOLF "CRACK."

H. L. Holden (Bowden), who is home on leave from Borneo, put up a good showing in the English Amateur Close Gold Championship at Hoylake by reaching the semi-final round, in which, on April 23rd, he succumbed to T. F. Ellison (Royal Liverpool), 6 and 5. Of the match *The Times* says: Mr Holden had been playing with his back strapped up, and was palpably exhausted. However, he had done enough for glory, and in his earlier matches had shaped like a golfer, hitting the ball firmly and crisply. He comes of a good golfing stock, for his father was a most dangerous player who very nearly played for England in the first international match, and used to lure many people to their destruction by a most deceptive innocence of style. It was pleasant to see him once more at Hoylake on so auspicious an occasion.

## CORRESPONDENCE.

### BUDGET AND INCOME TAX.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Residents in China deriving any income from Great Britain will be delighted at the new Budget, as the income tax remissions are very real. Briefly they are as follows:—

Reduction in the standard rate of tax from 4/6d. to 4/- in the £. Relief to "earned" incomes increased from one-tenth to one-sixth. Treatment of all income of persons over 65 years of age as "earned" where total income does not exceed £300. In the case of married persons this applies if either spouse is of the age stated.

The following instances will show the reductions more clearly. It is assumed in each case that a married couple without children is concerned.

| Income. | Last year's tax. | This year's tax. |
|---|---|---|
| £300 ..... | £5. 1.3. | £2.10.0. |
| 400 ..... | 15. 3.9. | 10.16.8. |
| 1,000 ..... | 126.11.3. | 99. 3.4. |

Prima facie it would not appear that in the case of income "earned" in China the amount of repayment on the British "investment" income would be affected, but owing to the peculiar nature of the rebates allowed, extra relief is in fact given to persons not resident in the United Kingdom.—Yours faithfully,

WILFRED T. FRY.

London, S.W.1.

## BRUTAL ASSAULT.

### CHINESE CONTRACTOR HORRIBLY INJURED.

A Chinese contractor at Mongkok was brutally assaulted early yesterday morning by a gang of men who were apparently bent on robbery. The unfortunate man was hurried to the Kwong Wah Hospital where on examination it was found that he was in a grave condition. So serious was the nature of his injuries—his skull being fractured, that the man's dying depositions were taken by Mr. E. W. Hamilton, the Kowloon Magistrate, at noon yesterday.

One man has been arrested in connection with the affair.

## POLICE COURT ITEMS.

At the Kowloon Magistracy yesterday before Mr. E. W. Hamilton, a Chinese youth was sentenced to three months' hard labour for having stolen a quantity of solder from the Kowloon Docks, on Saturday. It transpired in evidence that when he was accosted by a watchman, accused jumped into the harbour, intending to swim to the opposite shore, but was compelled to return to the Praya wall, where he was arrested.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., two mistresses were each fined $6 for failing to take out the necessary licence for their craft. At the same court, a junk master was fined $20 for failing to take out his junk licence; while a boat mistress was fined $10 for anchoring in the Southern Fairway and causing an obstruction.

## PROPERTY SALE.

By order of the Mortgagee, Mr. E. V. M. R. de Sousa (Auctioneer) at the China Auction Rooms yesterday disposed of a valuable leasehold property situated at Yaumati, and known as Section F of Kowloon Inland Lot No. 752, together with No. 47 Portland Street upon it.

The property is held for the unexpired residue of the term of 75 years from May 1st, 1898. The annual Crown Rent is $2.35 and the total area 1012.5 square feet.

The upset price was $14,000 and this rose by bids of $250 to the sum of $15,750, at which figure the property was knocked down to Mrs. Chan Yueng.

# THE CANTON SITUATION.

## MACHINE-GUN AND RIFLE FIRE CONTINUES.

### OPPOSING FORCES STILL KEEP TO THEIR OWN SIDES OF THE RIVER.

Owing to the irregular telegraphic communication it is very difficult to obtain a clear idea of the situation in Canton. No one appears to know the precise disposition of the forces and the attitude of the Kwangsi men is still in doubt. Some travellers from Canton say they have definitely joined the Yunnanese, others that they are still waiting to see which side is successful.

The officers of the river steamers, who are usually in a position to give a fairly shrewd estimate of the trend of affairs in Canton, have during the past two days seen little of the actual fighting owing to the fact that they now have to anchor their boats in the back reach of the river between Fati and Canton.

There seems little doubt that the sniping from both sides of the river, to which we referred yesterday, has increased in intensity, but there is no information which points to anything in the shape of an engagement having taken place between the rival forces. It is generally reported that there have been few casualties, but some of the refugees state that no fewer than 200 Cantonese have been killed in Honam.

The *Daily Press* reported yesterday that the gunboat *Chung Shan* had been busily engaged during the week end in bringing up Cantonese re-inforcements from the direction of Whampoa. Now it is rumoured that this boat, which was formerly named the *Wing Fung*, has been "purchased" by the Yunnanese. If that is true it should have a great influence in deciding the issue. The *Chung Shan* is the only gun-boat of any consequence possessed by the Chinese and it should be able to dominate the situation to a considerable extent.

### AEROPLANES.

A Government aeroplane flew over the city yesterday morning and for a while the inhabitants were panic stricken. The aeroplane, however, kept well out of reach of rifle-fire and there was no attempt at dropping bombs or anything of the sort.

### GENERAL HSU CHUNG CHI.

It was stated yesterday that the Cantonese army under General Hsu Chung Chi, which defeated Chen Chiung Ming some time back, was within striking distance of Canton and intended to attack the Yunnanese from the East. It is now reported that this army, some 10,000 strong, has captured Pingshan and that the Yunnanese are retreating.

It is also rumoured that there are 7,000 Cantonese, some of them under Russian officers, at Whampoa, and that the idea is to take the Yunnanese between two fires. These reports, however, must be accepted with reserve. Neither side has yet gained any decisive advantage.

### ELECTRIC LIGHT CUT OFF.

Several electric cables were shattered by the rifle firing and Shameen, on Monday night, was in complete darkness. With bullets and shells occasionally passing overhead the situation of the inhabitants was not a pleasant one. Several shots struck Shameen but no real damage was done.

### QUESTION OF RESPONSIBILITY.

Both the Cantonese and Yunnanese Generals have been careful to notify the Consular Body that they will not hold themselves responsible for any loss of lives or any damage that may be done to foreign property. The letter written by the Commander-in-Chief of the Yunnanese to the Senior Consul is as follows:—

"Sir,—Now that the Communist Party in Canton has started the fighting, my forces, with a view to putting a stop to that Party's proceedings, are bound to publish their crimes and punish them.

"I am afraid, however, that I am unable to guarantee the peace and good order of the district and I accordingly have the honour to request that you will notify the gunboats of all countries to proceed to the stretch of river between Shameen and Tungshan to stop the warlike proceedings of the Communists there."—I have the honour, etc.,

YANG HSI MIN.

On Saturday and Sunday launches flying foreign flags were fired on and this practice has been continued. On Monday and Tuesday several vessels proceeding to Canton were fired upon from the bank but it believed that the firing parties were bandits dressed in military uniform, and some credence is given to this story by the fact that they all took to their heels when, on one occasion, a small Government gun-boat put in an appearance.

All the ferries between Honam and Canton have, of course, stopped but the owners of small boats are still willing to take people across—at a price. Naturally their charges are very high and they are reaping a splendid harvest.

### REFUGEES ON THE "FATSHAN."

The *Fatshan* last night brought between 1,500 and 2,000 refugees from Canton. The situation in Canton was unchanged when the *Fatshan* left.

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Mr. Sun Fo, son of the late Dr. Sun Yat Sen returned from Canton on Sunday night and is staying at the Hongkong Hotel. His plans are unknown.

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## SHANGHAI SEAMEN'S UNION.

### REPORTED TO HAVE APPROACHED HONGKONG COMRADES.

A representative of the *Daily Press* was informed last night by an influential Chinese business man in the Colony that there was a possibility of a strike in Hongkong in sympathy with the Shanghai strikers.

A communication, said our informant, had been sent by the Shanghai Seamen's Union to the Seamen's Union of Hongkong, asking the latter to organise a strike in sympathy with them. The Hongkong Seamen's Union replied declining to do so, on the ground that the Shanghai Union did not support the Hongkong organisation during their late strike.

It is significant, however, that a further meeting of the Hongkong Seamen's Union has been called for a date which is being kept secret, to discuss the matter further. There is a possibility that, in the event of a strike by the Seamen's Union of Hongkong promising to be of any assistance to the Communist faction in Canton, the Hongkong body might be disposed to declare one, if only for this reason. In such an event other labour unions in the Colony would almost undoubtedly follow suit.

It is understood that the local Government is not unaware of the state of affairs and has lately been making official enquiries into the matter.

## NEW MOTOR AMBULANCES.

### TWO NEW MACHINES ARRIVE FROM HOME.

Two new motor ambulances were assembled at the Railway premises and delivered to the Fire Brigade on Saturday. One has been brought to the Hongkong side and housed on the other side of harbour, pending further instructions before they are put into commission.

Of the most modern type, these two ambulances are similar to those used by the London Metropolitan Police. The bodies have been made by Messrs. Wilson and Stockall, Ambulance specialists, of Bury. They are fitted with 20 horse power, four-cylinder Austin engines; while travelling is noiseless and most comfortable to the patient. The vans contain two litters, one hand and one wheeled. The former is adjusted to one side and when in use can be lowered some three feet before it is finally taken out for the patient. It is afterwards raised by means of levers and secured ready to go to the hospital. Under this stretcher is the wheeled stretcher. The top portion as well as the lower portion of the bed can be raised and lowered as required by the needs of the patient.

At present the bodies are painted white; while mudguards and radiator covers are red. It has been decided, however, to repaint these red portions white. On both sides of the body is painted the Red Cross.

## LAUNCHING THE S.S. "TAISHAN."

### DESCRIPTION OF THE VESSEL.

The following are the details of the s.s. *Taishan*, the new twin screw steamer for the Hongkong, Canton and Macao Steamboat Co., which is being launched by the Misses Holyoak at the Taikoo Dockyard this morning.

| | |
|---|---|
| Length over-all | 300'6" |
| Length between perpendiculars | 290'0" |
| Breadth extreme | 56'2" |
| Breadth moulded | 54'0" |
| Depth moulded to saloon deck | 22'6" |
| Depth moulded to main deck | 13'6" |

The vessel has a double bottom fitted all fore and aft, two large cargo holds and a smaller hold specially fitted up for the carriage of silk. There are three decks, accommodation being provided on the saloon and boat decks for 49 first class passengers and 24 second class. Intermediate passengers are berthed aft on the saloon deck in a large deckhouse while the third class are carried on the main deck.

The first class passengers are accommodated in 23 single-berthed cabins, 10 double-berthed cabins and two family cabins of three berths each. Seven pairs of the single-berthed cabins are convertable into double-berthed cabins by means of a communicating door. Four of the staterooms have been specially fitted up as "cabins de luxe," each having its own decorative scheme; private bath rooms are also attached to these cabins.

The dining saloon, which is situated forward on the saloon deck, has a height of 11 feet and is entirely free of pillars. Particular care and attention has been given to the design of this room which is about 42 feet square and will form a special feature of the vessel, everything having been carefully studied to give a light and airy appearance. Normally the saloon can dine 48 persons at small tables for four persons but these tables can be extended so as to accommodate a greater number when required. The floor of the saloon is laid with teak parquetry and the corridors in the first class accommodation have been laid with rubber tiling.

On the boat deck adjoining the main entrance to the cabins, a smokeroom has been arranged and is designed in the old English style with oak beams and panelling, all the fittings being in keeping. The seats are upholstered in leather, and with the comfortable lounge chairs, card tables and other fittings which are being provided, it is bound to be a very popular room.

The captain, officers, engineers, wireless room and navigating quarters have been placed on a deck somewhat higher than the passenger deck, forming a citadel, which meets all the special requirements of the Anti-Piracy Committee.

The firemen and engine room staff are housed conveniently to the engine room and "grilled off" from the main deck, so that they cannot be interfered with in the event of piracy. Electric light is fitted throughout the vessel and numerous fans provided; hot and cold water service is laid on to all wash basins throughout the vessel.

The machinery, which consists of two sets of four crank balanced engines with four boilers, has been constructed by the Taikoo Dockyard and Engineering Co. and is designed to give the vessel a speed of 15 knots on service, but an extra knot is anticipated on trial.

The *Taishan* being the first vessel Taikoo have constructed for the Hongkong, Canton and Macao Steamboat Co., Ltd., no effort has been spared to turn out a first class boat suitable in every way for the Hongkong-Canton run.

The superintendence of the vessel during construction has been in the hands of Mr. F. W. James, the Company's Superintendent, and Mr. Kew.

### NEW STEAMER FOR MACAO SERVICE.

The *Daily Press* is informed by the Secretary of the Hongkong Canton and Macao Steamboat Co., Ltd., that the Directors of the Company have decided to build a fast steamer for their Macao-Hongkong service and that local Shipbuilders are being invited to tender for the construction of the vessel.

## EUROPEAN ROBBED.

### HANDBAG GRABBED IN BATTERY PATH.

At the Central Magistracy yesterday, before Mr. R. A. D. Forrest, there was a sequel to a case of bag snatching from a European lady in Battery Path on Monday afternoon, a Chinese youth being charged with the offence.

The lady victimised was Miss W. Riddell, a sister at the Victoria Hospital, The Peak, and the evidence showed that while she was walking near the Cathedral from Battery Path to Garden Road on Monday afternoon about 4.30, her handbag was suddenly snatched out of her right hand from behind. On turning round she saw the defendant running away in the direction of St. John's Cathedral Hall. Miss Riddell gave chase and raised the alarm and a small European lad, and Mr. J. M. Shroff, who was working on the electric light fittings in the Cathedral Hall, also joined in the pursuit.

The defendant was tripped up by the European lad, but managed to regain his feet and made off in the direction of the new Public Works Department offices above Battery Path. In his hurry to escape, he scrambled or slid down the hillside, falling into Battery Path, a few yards from the bottom. The attention of those below was attracted by the shouts of those on top, and an Indian constable, on duty at the corner of Ice House Street, with Mr. C. Bewick joined in chasing the defendant, who by this time had succeded in climbing the railing between Battery Path and Queen's Road. The defendant was caught in Queen's Road by Mr. Bewick, just before he reached the Hongkong and Shanghai Bank, and was taken into custody by the Indian constable.

The purse was found on the roadside with some of the silver money strewn on the ground. A sum of about $6 in coins and notes was missing.

Sub-Inspector Spear said that Mr. Bewick was responsible for the arrest. When defendant was searched at the Central Police Station charge room, $3 in notes, two keys, a police whistle and a pawn ticket were found on him.

The defendant said that he was a newspaper distributor and was on his way home. He denied connection with the affair and said that it was a case of mistaken identity. He denied snatching the purse.

His Worship remarked that the evidence was quite clear and there was not the slightest doubt that defendant was guilty. He sentenced defendant to four months' hard labour and 16 strokes.

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## COMMITTED FOR TRIAL.

### FOUND WITH REVOLVER, AMMUNITION AND OPIUM.

At the Central Magistracy yesterday afternoon, before Mr. S. B. B. McElderry, Lo Po, a lamp trimmer of the s.s. *On Lee*, who was arrested on Sunday night when leaving the Po Tak Wharf in possession of a large quantity of prepared opium, and was later found to have a revolver and fifty rounds of ammunition concealed in his room, was charged (1) with being in unlawful possession of 42 taels of illicit prepared opium; and (2) with being in possession of one revolver and fifty rounds of ammunition.

The evidence showed that on Sunday evening Sergeant McEwan was in charge of a search picket at the Po Tak Wharf. When defendant came off the *On Lee* and walked along the wharf he was stopped and searched by the Chinese constables, who found on him the opium mentioned. Sergeant McEwan then had the defendant's belongings searched and among these were discovered the revolver and ammunition.

Defendant was arrested and taken to the Central Police Station. Upon being searched again at the station a thousand mark note was brought to light.

Asked by His Worship if he had anything to say, defendant remarked that he had an aged mother and a wife depedent upon him and requested, therefore, that he should receive a light sentence.

Defendant was committed for trial at the next Criminal Sessions on the charge of being in possession of a revolver and ammunition. On the charge of being in possession of opium, he was remanded.

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## $5,000 BAIL ESTREATED.

### SEQUEL TO MOTOR CAR ACCIDENT.

At the Central Magistracy yesterday, bail amounting to $5,000 was estreated in the case in which Pun Pui Sang was charged with manslaughter. The case arose out of the motor accident at Pokfulam Road last week, when the accused, who was said to have had no licence to drive a car, was alleged to have run on to the pavement and killed a sleeping coolie. Another coolie was seriously injured and is still in hospital. The defendant did not put in an appearance yesterday and it is believed that he has absconded.

Pun Luk Chi, the licensed driver of the car and brother of Pun Pui Sang, who was seated beside his brother in the car at the time of the accident, was charged with unlawfully allowing another man to drive the car without a license, and was fined $100 by Mr. S. B. B. McElderry.


SALE

LANE, CRAWFORD'S ARE OFFERING A HUGE PURCHASE OF LADIES' UNDERWEAR FOR THIS WEEK ONLY AT RIDICULOUSLY LOW PRICES.

THESE GARMENTS ARE ALL HAND-MADE AND EMBROIDERED ON THE FINEST FABRICS PROCURABLE AND ARE MODELLED ON THE LATEST DESIGNS FROM PARIS.

HERE ARE A FEW EXAMPLES OF THE VERY ATTRACTIVE.

PRICES :—

| | | | |
|---|---|---|---|
| 'NIGHTIES' | FROM $3.00 | SILK-CREPE | |
| 'TEDDIES' | ,, $4.00 | 'NIGHTIES' | |
| 'KNICKERS' | ,, $3.00 | AT $12.00 | |
| 'PRINCESS SLIPS' | ,, $4.25 | VERY 'CHIC' | |

THE LADIES' SHOP in PEDDER STREET.

55]

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ESTABLISHED 1668.
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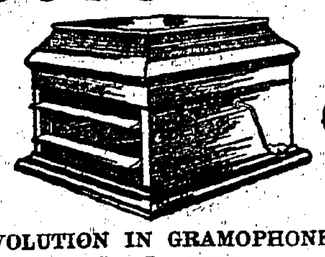

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WE SPECIALIZE IN THE FOLLOWING GOODS FOR SUMMER WEAR VIYELLA, MOHAIR, ALPACCA, GABERDINE, SOLARO, FLORODOR CLOTH PERSPROOF AND FAST COLOURS. WE GUARANTEE THESE IN WASH AND WEAR.

PED DERSTREET.

## NEW ADVERTISEMENTS

### HONGKONG GENERAL CHAMBER OF COMMERCE.

DEPARTURE OF HIS EXCELLENCY SIR EDWARD STUBBS, K.C.M.G.

THE Text of the Address, which will be presented to His Excellency the Governor on JUNE 24TH, can be read at the undernoted places in the Colony, where there are also Lists for the Signature of Persons who may desire to associate themselves in this Tribute to the Governor before his Departure.

The Hongkong Club, The Lusitano Club, The Royal Hongkong Yacht Club, The Kowloon Cricket Club, The Victoria Recreation Club, The Engineers' Institute, The Hongkong Hotel, The Peak Hotel, The Repulse Bay Hotel, Messrs. Kelly & Walsh, Lane, Crawford, Ltd., A. S. Watson & Co., Ltd., The Café Wiseman, Ltd., and The Hongkong General Chamber of Commerce.

By Order,
JOHN FLEMING,
Acting Secretary.
[2287

### NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TROILUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 10th June.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 16th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th June, 1925. [2285

### NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "BELLEROPHON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 10th June.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 16th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th June, 1925. [2286

### LLOYD TRIESTINO S. N. CO.

NOTICE TO CONSIGNEES.

The Steamship "VENEZIA."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 9th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, 9th June, 1925. [2281

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON

THE Steamship

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this Port at 4 P.M., on WEDNESDAY, the 17TH JUNE, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 P.M. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 10th June, 1925. [2228

## NEW ADVERTISEMENTS

### AGENT WANTED.

ENGLISH FIRM, Exporters of Fine Textiles for Ladies' and Men's Apparel, Thoroughly Competitive, Seeks AGENT for the Sale of These Commodities. Only Firms of Standing well-introduced to Buyers, Apply to "TEXTILES," c/o S. H. Benson, Ltd., Kingsway Hall, Kingsway, London, W.C. 2, England. [2286A

### TO LET.

TWO Sections of Commodious PREMISES on Ground Floor of No. 16A, DES VOEUX ROAD CENTRAL. Next Door Hongkong Hotel. Five Year Lease. Apply—MANAGER, Hongkong & China Gas Co. Ltd. [2283

### BASEBALL.

OPENING GAME OF HONGKONG BASEBALL LEAGUE.

HONGKONG BASEBALL CLUB
v.
JAPANESE BASEBALL CLUB
TO BE PLAYED AT
HAPPY VALLEY GROUNDS.

4 P.M., SATURDAY, 13TH JUNE, 1925.

GENERAL ADMISSION—50 CENTS. [2282

### PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"CELTIC PRINCE"
having arrived from the above Port on 9th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 16th instant, at 10 A.M.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road, Hongkong.
Telephone No. 3165.

Hongkong, 9th June, 1925. [2280

### LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "TRIESTE."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 8th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, 8th June, 1925. [2277

### S.S. "ANGKOR."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., also Cargo from BORDEAUX, &c., ex s.s. "VILLE DE STRASBOURG," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 15th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 17th June, 1925, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 13th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

E. RODENEUSER,
Agent.

Hongkong, 8th June, 1925. [2274

### THANKS.

Mr. TANNER desires to thank his many friends in the Colony for their very kind notes of Congratulation.

Queen's College, 9.6.25. [2284

## INTIMATIONS

### INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-FOURTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hongkong, on WEDNESDAY, the 10TH JUNE, 1925, at 11 o'clock in the Morning, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 3RD to 24TH JUNE, 1925, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 19th May, 1925. [2212

### HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL,

JUNE 13TH, 1925, AT 9.15 P.M.

FIFTH TOURNAMENT OF THE SEASON.

ANDRE DUPREE
v.
C P.O. JIM CARTLIDGE.

FIFTEEN 2 MINUTE ROUND CATCHWEIGHT CONTEST.

AND ABOUT SIX OTHER MINOR CONTESTS.

BOOKING at MOUTRIE'S
FOR:—
MEMBERS Only on the 10TH and 11TH JUNE.
GENERAL PUBLIC, 12TH and 13TH JUNE.
PRICES: $10.00, $3.00 and $1.00.

NOTE:—MEMBERS of the Hongkong Boxing Association are entitled to One Ringside Seat Each for $7.50 on production of their Membership Cards. Members are requested to Sign their Names when taking Tickets at the Reduced Rate. [2272

### PUBLIC AUCTION.

BY Order of the Mortgagee, of VALUABLE LEASEHOLD PROPERTY situate at Yaumati, Kowloon, in the Colony of Hongkong, and known as The Remaining Portion of Kowloon Inland Lot No. 1389, together with No. 36, Portland Street, erected thereon to be Sold by AUCTION on THURSDAY, JUNE 11TH, 1925, at 12.00 NOON, at their Sales Rooms, No. 8, Des Vœux Road Central, Victoria, Hongkong, by Messrs. Hughes & Hough, Limited, Auctioneers.

For further particulars and Conditions of Sale, apply to Messrs. Lee & Russ, Solicitors for the Mortgagee or to Messrs. Hughes & Hough, Limited, Auctioneers.

Hongkong, 28th May, 1925. [2243

### TO LET.

2 NEWLY-CONSTRUCTED 3-Storeyed Semi-detached HOUSES with Garages attached situated on Inland Lot 2365 Stubbs Road, marked by Sign-board of SHUN SHING Contractor just a little above Morrison Gap Road. Occupation about June 1st.

Apply—
SANG KEE,
New Bank Building.
2221]

### TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).

Apply—
SECRETARY,
A. S. Watson & Co., Ltd.
2032

### TO LET.

OFFICE in UNION BUILDING—TWO ROOMS on Fourth Floor.

Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD.
[2173

### THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Ship

"MALAYA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of June, 1925, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashe on the 15th of June, 1925, at 10 a.m.

All Claims against the vessel must be presented to the Undersigned before the 19th of June, 1925, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.,
Agents.

Hongkong, 9th June, 1925. [2279

## PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes—XE, XL, XS, XYZ, YI, 39, 40, 880, 979, 1609, 1890.

WANTED.—EXPERT TYPIST and FILING CLERK. Apply stating Experience and Qualification to Box No. 98, c/o *Hongkong Daily Press*. [98

TO LET.—Large, Airy and Commodious OFFICE ROOMS in Prince's Building. Apply to—SECRETARY, Prince's Building & Land Co., Ltd. [97

## INTIMATIONS

# DEWAR'S

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

# DEWAR'S

"VICTORIA VAT"

THE VERY FINEST OLD

SCOTCH WHISKY

As supplied to the Houses of Lords and Commons.

SOLE AGENTS:—

A. S. WATSON & CO., LTD.

50

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 10TH, 1925.

## A MISSIONARY PROFESSOR.

THE recent appointment of Dr. Percy Bruce as Professor of the Chinese School of Oriental Studies in London University is something of a departure from the usual system of appointment. A glance at the existing Professors of Chinese in English Universities reveals the fact that most of them developed (even if they did not always begin) their studies of Chinese in some branch of His Majesty's service. A distinguished former Professor of Chinese in King's College, London, was Sir Walter Hillier, whose little book upon the Chinese language frequently guides the weary feet of would-be sinologues upon the long road of knowledge; and even if the exercises therein contained sometimes teach the student a variety of Chinese peculiar to the author, the fact remains that it is one of the handiest of introductions to an exceedingly difficult subject. In both appointments to the Chair of Chinese at Cambridge, the Consular tradition has been followed. The first occupant, Sir Thomas Wade, took part in the first Chinese war, and then, retiring from the army, became Vice-Consul at Shanghai, and afterwards British Minister to Peking. When the Chair of Chinese was founded at Cambridge in 1888, he accepted the opportunity to devote the remaining years of his life to the promotion of Chinese studies in an academic atmosphere. He made many original contributions to the study of Chinese, and has earned the gratitude of Western scholars for the elaboration of the "Wade system" of romanisation for the transcription of spoken Chinese. The high traditions established by the founder of the Chair have been more than maintained by his successor, Dr. Giles, the present Master of Emmanuel College. Having retired from the Consular service in 1891, he succeeded Wade at Cambridge in 1897, and since then has been indefatigable in the cause of Chinese scholarship. His great Chinese dictionary appeared in 1912, and students of things Chinese are familiar with Dr. Giles' decisive method of dealing with false scholarship, and hasty generalisation. Yet another erudite product of the British Consular Service in China is Professor Parker, who has occupied the Chair of Chinese at Manchester since 1901.

Hitherto, therefore, in English Universities, the development of Chinese studies has been rather in the hands of former members of the Consular Service, than in those of former missionaries. Nor is this altogether surprising. For the success of the British Consular Service in the East, it has been necessary for its representatives to combine a capacity for administration with an extensive knowledge of the peoples with whom they come in contact, a just appreciation of the essential features in their characters, both good and bad, and considerable tact in handling them. The missionary, on the other hand, was accustomed to acquire his knowledge of the people to whom he appealed as best he could, and as a rule, it was only natural for him to combine sectional knowledge with an appreciation of those points only in the character of his flock which responded to Christian teaching. At the present time, however, missionary organisations seem to be appreciating more and more the value of giving their representatives a systematic training in Chinese culture; so that in time we may expect them to compete on more equal terms with ex-consuls for distinction in Chinese studies. Dr. Bruce's appointment, therefore, is merely an outward sign of a comprehensive process. Medical missionaries have for many years performed work of absolutely vital importance in the cause of China's health. The present century may find the missionaries equally prominent in the huge task of interpreting Chinese civilisation to the West; and, what is still more important, it may find them applying that interpretation to solve the problem, How far is it desirable to modify Chinese institutions upon Western lines? Surely not everything that has produced such a highly developed civilisation must perish in the process of Westernisation!

There is one point which strikes the curious when dealing with the question of Chinese studies in Western universities, and that is the position of Chinese studies in our own University. Chinese is not required as a final subject for any degree course; and instruction in Chinese is given by two Chinese gentlemen only. There is no Professor of Chinese. Surely Hongkong University, placed as it is, in a unique position at the gateway to China, ought to do more than this in interpreting Chinese culture to the West. This, in fact, should be as much a part of its duties as interpreting Western civilisation to the Chinese. As Universities go, Hongkong is still an infant, but an infant requires proper food; and a portion of the proper mental food of Hongkong University should be Chinese. Why should English Universities possess Chinese Chairs, and Hongkong University be without one? Admittedly, no University has half the funds it would like to employ upon the advancement of learning; but is our own University so badly supported that a Chair of Chinese is an impossibility? When will Hongkong be able to welcome some eminent sinologue, whether of English or Chinese nationality, to occupy that Chair, which ought rightly to be there? One other point arises. For the Consular Service it is admittedly necessary for candidates to obtain some real knowledge of the Chinese people, and the Chinese language. For the University, apparently, this is unnecessary, although it fulfils quite as important duties. It is undeniable that this is a fact which weakens its position. Is there any hope that at some future date this defect will be remedied?

Mr. R. Sangar of the Standard Oil Company, returned to the Colony by the French mail steamer *Angkor*.

A Revenue Officer is reported to have found 50 Luger pistols complete with stocks in a Kowloon Godown yesterday.

A new covered-in traffic point has been placed at the junction of Queen's Road Central and Pedder Street, on the site of the old Clock Tower.

Major J. Macready, D.S.O., D.A.A. and Q.M.G., China Command, proceeded to North China on inspection duty per s.s. *Huichow* on June 5th.

Two Chinese were sentenced to three months' imprisonment at the Central Magistracy yesterday for brawling in Connaught Road Central on Monday night.

Major A. L. Cruickshank, D.S.O., R.A., has assumed command on the British Heavy Batteries, Royal Artillery, *vice* Major W. P. A. Hattersley-Smith, D.S.O., R.A., who has been granted leave.

A Chinese was injured by being knocked down by a motor car at Connaught Road Central on Monday, and as the car drove off after the accident, the police are endeavouring to trace the number of it.

"Emotion, Intellect and Spirituality" will be the subject of this week's public lecture of the Hongkong Lodge, The Theosophical Society, 16, Queen's Road Central, this evening at 5.45 p.m. The public are invited.—ADVT.

The Eastern Extension Australasia and China Telegraph Co., Ltd., Hongkong Station, have issued an "Express" stating that the delay on telegrams for Shanghai and beyond, as notified in their "Express" of May 26th, has now been removed.

A Marine Court of Enquiry has been fixed to assemble at the Harbour Office at 10.30 a.m. on Monday next to investigate the circumstances attending the collision between the s.s. *Fatshan* and the s.s. *Hung Cheong*, which occurred in the Canton on the morning of June 4th. The composition of the Court has not yet been announced.

A meeting of past pupils and all interested was held at St. Joseph's College yesterday evening for the purpose of discussing the arrangements for the celebration of the Golden Jubilee of the College. It was stated that the Golden Jubilee would be celebrated on the 8th, 9th and 10th of November, and after the preliminary arrangements had been discussed, committees to deal with the various details of it were appointed.

The return of notifiable diseases for the week ended on June 6th shows 1 Chinese case of small-pox, 3 fatal Chinese cases of enteric fever and 1 fatal Chinese case of cerbro-spinal fever, out of 5 reported. There was one case of rabies in a dog, and one person died from influenza, a non-notifiable complaint. The return for the 24 hours ended on June 8th shows 1 English (imported) case of enteric fever, and 1 American case of para-typhoid fever, also imported.

A large python was shot by a Chinese police officer at Taihang village, near Causeway Bay, on Monday evening. The officer stated that he heard a cat mew and he and a large number of villagers saw the snake about to devour a live cat. He fired five shots from a distance of ten yards, two of which struck the snake in the neck, forcing it to let go its victim. The shots proved fatal. The snake is said to be over 10 feet long and 14 inches in circumference, and after being stuffed, it will adorn the charge room at the Bay View Police Station.

A dog belonging to Mr. L. M. Gutteirez, of 29, Bonham Road, which attacked and bit a cook-boy, has been taken to Kennedy Town for observation. Another dog, the property of Mr. M. A. Johnson, of 10, Chatham Road, Kowloon, bit a Chinese in Kowloon, the man having to be treated at the Kowloon Dispensary. Another dog, which attacked a Chinese in Queen's Road East, was also taken to Kennedy Town for observation. In each case the incidents occurred on Monday, and each of the last two mentioned victims also had to receive treatment.

The text of the address which will be presented to H.E. the Governor on June 24th can be read at the following places in the Colony, where there are also lists for the signature of persons who may desire to associate themselves in this tribute to the Governor before his departure:—The Hongkong Club, the Lusitano Club, the Royal Hongkong Yacht Club, the Kowloon Cricket Club, the Victoria Recreation Club, the Engineers' Institute, the Hongkong Hotel, the Peak Hotel, the Repulse Bay Hotel, Messrs. Kelly & Walsh, Lane, Crawford, Ltd., A. S. Watson & Co., Ltd., the Café Wiseman, Ltd., and the Hongkong General Chamber of Commerce.

The *Daily Press* was informed last night that H.E. the Governor (Sir Edward Stubbs, K.C.M.G.), will perform the opening ceremony on June 24th of the nearly completed new four-storeyed building which has been erected close to St. Joseph's College. This building which has been admirably planned on generous lines and has plenty of space, light and air, has been erected to meet the social and recreative requirements of the pupils of the St. Joseph's College generally. Among the sections it will house are to be found a gymnasium, laboratory, reading and writing rooms and other rooms suitable both for games, recreation and study.

# SHANGHAI SITUATION IMPROVING.

## MISSIONARY GIVES EVIDENCE AT RESUMED TRIAL OF RIOTERS.

### H.M.S. "HAWKINS'" JOURNEY TO SINGAPORE POSTPONED.

[THROUGH REUTER'S AGENCY.]

MISSIONARY'S EVIDENCE.

SHANGHAI, June 9th.

The first trial was resumed in the Mixed Court to-day of seventeen rioters twenty-nine forfeiting their Bail. Lengthy evidence was taken all day long.

Mr. Harry Westnidge, a China Inland Missionary, gave evidence that he witnessed occurrences on the afternoon of May 30th, which he recounted in minute detail.

Asked whether he considered the shooting necessary, he replied that as a missionary he hated shooting, but if he had been the officer of the law responsible for the station which was attacked he would. There was no option. He believed there was no evidence to show that the students had any personal feeling against the police and *vice versa*.

Asked whose fault the shooting was, he replied that it was a misfortune. If the events related had happened in England the result would have been the same. It was the students not the police who were looking for trouble.

Doctors Muir and Chen gave evidence that they examined the wounded and dead rioters. Their opinion was that the bullets entered the bodies from the front or obliquely. One body was hit in the back of the head. It is believed that he was killed at the New World Theatre on June 2nd. The case was remanded until to-morrow. Bail was offered to all the accused.

CHANG TSO LIN'S ATTITUDE.

PEKING, June 9th.

The vernacular papers report that Feng Yu Hsiang has issued a circular supporting the student agitations, also that he has wired to Chang Tso Lin urging that the militarists co-operate with each other and the people to obtain their rights for Chinese. Chang Tso Lin is reported to have replied agreeing with these sentiments, but it is believed that the General is merely desirous of showing sympathy with the popular movement and does not intend any anti-Foreign action.

SHANGHAI SETTLING DOWN.

SHANGHAI, June 9th.

Apart from the shipping strike, Shanghai continues to settle down. The bakers resumed work this morning. Some shops have reopened, and domestics are returning to work.

No riots have occurred in the river-ports but much unrest is reported. Women and children refugees from Kiukiang will arrive in Shanghai to-morrow. Consular reports from Chungking state that students are agitating, but two commanding Generals assure the Consuls that they will maintain order and guarantee the safety of foreigners.

H.M.S. "HAWKINS."

SHANGHAI, June 9th.

H.M.S. *Hawkins* has put in at *woosung*. Her departure for Singapore has been postponed indefinitely.

PEKING STUDENT'S DEMANDS.

PEKING, June 9th.

The Students' Union here continues to pass extreme resolutions demanding *inter alia* that all rickshaw coolies in the Legation quarter should strike, that Anglo-Japanese employed by the Government or Chinese firms should be dismissed that the telegraph and water should be cut off from the Legation quarter, that the Government should despatch troops to Shanghai, and that Chinese should leave foreign employment.

So far there are no signs that any of these measures are being put into operation, and the suggested boycott also appears to be ineffective.

B. AND S. BOATS IDLE.

SHANGHAI, June 9th.

Three hundred Chinese seamen employed on coastal river steamers owned by Messrs. Butterfield and Swire have joined the strike. The Japanese lines and Messrs. Jardine Matheson and Company are also meeting with difficulties, but ocean-going vessels are not yet affected by the strike. The dockers are interrupting dock work and very little cargo is being moved owing to Chinese banks and shipping "hongs" which finance and handle cargoes closing down.

JAPANESE VIEW.

TOKYO, June 9th.

The *Jiji* reports that at to-day's Ministerial Conference, M. Shidehara prophesied a worse development in the economic phase of the Shanghai situation, although the rioting is decreasing. The cabinet agreed that a more practical step a regards the riots was impossible until the joint Investigation Committee's report was received.

LOYAL WORKERS FIRED ON.

SHANGHAI, June 9th.

The Chinese Merchant Volunteers this afternoon tried to incite the Chinese workers of a Belgian mill which is on Chinese territory to strike. The workers refused and a quarrel ensued in the course of which the Chinese Volunteers fired on the workers, killing one and wounding one seriously and several others slightly.

REFERRED TO AT GENEVA.

GENEVA, June 8th.

The question of the Shanghai shooting was raised at a meeting of workers' delegates at the International Labour Conference, in a statement signed by Messrs. Johi (India), Lawson (Australia) and Suzuki (Japan) which was submitted to the Chairman.

The latter declared that the question could not be raised at the Conference under its standing orders; whereupon the meeting resolved to despatch through the Amsterdam International, a message of sympathy for the workers in China.

BRITISH BISHOP'S VIEW.

LONDON, June 8th.

The Bishop of St. Albans, speaking at the Diocesan Conference, said they must not lay all the blame for the disturbances in China on Bolshevism; these were largely due to the appalling conditions prevailing in industry in China and to the fact that many Europeans sought to make money from China without considering the native.

The Conference passed a resolution declaring that greater sacrifice must be made by the Church at home in order to further foreign missionary effort.

MINOR INCIDENTS.

SHANGHAI, June 8th.

There were a number of minor incidents, such as mud throwing at American naval men at a border bridge. The Chinese police with difficulty were persuaded to interfere.

The Chinese Merchants' Volunteers actually fired shots over the head of Inspector Beale while the latter was riding on horseback along the Municipal Road.

[FROM THE "DAILY BULLETIN."]

KIUKIANG COOLIES STRIKE.

HANKOW, June 8th.

A telegram from Kiukiang says that all the coolies struck work to-day.

The agent of the Indo-China Steam Navigation Company does not recommend passengers to proceed to Kuling.

# CABLES.

*EARLIER CABLES.*

[THROUGH REUTER'S AGENCY.]

## SECURITY PACT.

### AGREEMENT BETWEEN BRITAIN AND FRANCE.

PARIS, June 8th.

*Havas'* correspondent at Geneva claims that he is authorised to declare that M. Briand and Mr. Austen Chamberlain have reached a definite agreement in connection with the security pact, under which Great Britain undertakes to guarantee the Rhine frontier as fixed by the Treaty of Versailles with her entire naval, military and air forces in the event of a German violation of the territorial and military clauses relating to that area.

The guarantee does not extend to the frontiers of Czecho-Slovakia and Poland, which will remain under the protection of the League of Nations, but in the event of manifest aggression against France's eastern allies, the agreement authorises France to use the demilitarised Rhine zone as a field of operations for the purpose of aiding an attacked ally.

It was also agreed that Germany cannot be admitted to the League of Nations until she has signed the security pact entirely conforming with the conditions enumerated above.

GENEVA, June 8th.

Mr. Austen Chamberlain, interviewed by Reuter's correspondent, confirmed that an Anglo-French agreement had been reached regarding security, but he refused to discuss the details. He said that the agreement would be embodied in a Note which France will send to Germany in reply to the latter's pact proposals.

The Note, which will go as a French reply, will be couched in the most courteous and most friendly terms, and it ought to lead to successful negotiations.

Mr. Chamberlain said that there was nothing in the agreement likely to cause Poland any disquiet.

*LATEST CABLES.*

PARIS PRESS COMMENTS.

PARIS, June 9th.

The newspapers emphasise the importance of the agreement between M. Briand and Mr. Chamberlain.

The *Petits Parisien* suggests that the pact is superior to preceding drafts inasmuch as it no longer is a question of Britain assisting France and Bergium, but a firm determination by Britain to defend her own security on the Rhine and Scheldt.

The *Petit Journal* foresees a similar Franco-Italian-Austrian pact guaranteeing the frontiers of these countries. The paper says that Mr. Chamberlain and M. Briand are working to obtain the adhesion of Italy to the Anglo-French entente. In the *Echo de Paris* "Pertinax" criticises the proposed pact and declares that if such a system is confirmed it will be the end of any independent far-seeing French policy.

ALLIES ARE AGREED.

GENEVA, Later.

Mr. Chamberlain interviewed by Reuter made it clear that the Note regarding the security pact to be presented due course as the French statement was made in agreement with the Allies. M. Briand said that Belgium approved of the Note.

RIFTS WITHIN THE LATE.

GENEVA, June 9th.

The Labour Conference is passing through a crisis in consequence of conflicting views among the representative sections of which the latest instance is the conference's rejection, as the result of British amendments, of the draft convention providing for a weekly suspension of work of twentyfour hours in glass factories where tank furnaces are used. The decision was unfavourably commented on by the workers group who considered that the experimental system of having two readings of measures at different sessions failed. A modification of the standing orders in regard to the composition of committees is likely to be undertaken in 1926.

## OBITUARY.

MR. R. A. MOWAT.

LONDON, June 9th.

The death is announced of Mr. Robert Anderson Mowat.

[Mr. R. A. Mowat, who was born in 1843, became a student interpreter on the China Consular establishment in 1864. In 1868 he was acting interpreter at H.B.M. Consulate at Hankow. Called to the Bar in 1871 he became Acting Assistant Judge of the Supreme Court, Shanghai, from 1876-8. In April, 1891, he became Judge at H.B.M.'s Court for Japan. He retired in 1897.]

M. AUGUSTE PAVIE.

PARIS, June 9th.

The death is announced of M. Auguste Pavie, the French explorer.

*EARLIER CABLES.*

## FIGHTING IN MOROCCO.

### FRENCH TROOPS DEFEAT RIFF TRIBESMEN.

PARIS, June 8th.

A bulletin from Fez reports that contingents of rebel tribesmen proceeding in the direction of Taunat heights were outflanked by French cavalry and friendly tribesmen, and forced to retreat with heavy losses.

The French artillery stopped a fresh enemy attack.

*LATEST CABLES.*

ARAB GRATITUDE.

FEZ, June 9th.

All the prominent Moslems of Fez visited the wounded soldiers to whom they brought many gifts. A collection made in the Arab quarters yielded within some hours 15,000 francs, which the natives handed over to the French authorities in order that the money should be distributed among the wounded of every religion. General Lyautey is receiving from all parts of Morocco messages congratulating and thanking the troops.—*Havas.*

M. PAINLEVE'S CONCERN.

PARIS, June 9th.

In the Cabinet M. Painleve announced that he would go to Morocco in the evening by aeroplane accompanied by M. Eynac the under-Secretary for Air.

*EARLIER CABLES.*

## SAMOS REVOLT.

LONDON, June 8th.

The Greek Legation reports that the leaders of the revolt in Samos have been captured.

*LATEST CABLES.*

TROUBLE PRACTICALLY OVER.

ATHENS, June 9th.

The insurrection at Samos is practically ended. Three insurgents were killed in a bombardment by a flotilla from Athens. Others fled, to be rounded up by Greek troops.

*EARLIER CABLES.*

## BALLOON RACE MISHAPS.

BRUSSELS, June 8th.

The four balloons down in the Gordon Bennett race include the British balloon *Etoile*, which had to land at Etaples and was subsequently destroyed by a train.

Two Spanish balloons and one French balloon also descended in France.

*LATEST CABLES.*

U.S. BALLOON PICKED UP.

LONDON, June 9th.

The German steamer *Vaterland* sends a wireless message that she picked up the American balloon *Good Year III.* off *Ushant* yesterday. The crew were saved.

HARD LUCK.

Eight more balloons landed in France comprising 3 Italian, 2 British, 1 American, 1 Belgian and 1 Swiss. The Spanish balloon *Hesperia* fell into the sea. The crew were picked up by the Italian steamer *Giampino V.*, which landed them in *Brittany*. They were leading, having covered 570 kilometres.

*EARLIER CABLES.*

## HOME BOXING.

MILLIGAN DEFEATS FRATTINI.

LONDON, June 8th.

At Holland Park, in a twenty-rounds' contest for the European middleweight championship, Tommy Milligan (Hamilton, N.B.) gained the decision on points over the Italian, Bruno Frattini (holder).

LATER.

The fight was a fast and skilful one throughout. Milligan, who was several pounds lighter than his opponent, adopted an upright bearing, while the Italian crouched.

Milligan scored well with good left leads and right swings, also with hooks and uppercuts in the clinches. He fought splendidly towards the end, and despite determined efforts by the Italian, he gained a narrow victory.

## ITALIAN AIRMAN.

MAJOR DI PINEDO REACHES ADELAIDE

ADELAIDE, June 8th.

Major di Pinedo, the Italian airman, has arrived here.

Later.

Major di Pinedo landed in the outer harbour amid the cheers of thousands of spectators. He was welcomed by the Premier of South Australia, and in the course of an interview he said that Italy was apprehensive in regard to the future development of aviation and desired to keep well in the forefront.

*LATEST CABLES.*

ST. KILDA REACHED.

MELBOURNE, June 9th.

Major Di Pinedo arrived at St. Kilda in the presence of a large crowd.

*EARLIER CABLES.*

## LEAGUE OF NATIONS.

### MR. CHAMBERLAIN'S PLEA FOR ECONOMY.

GENEVA, June 8th.

The Council of the League of Nations has opened.

Mr. Austen Chamberlain urged economy by the health section, whose expenditure of a million francs in 1925 compared with seven hundred thousand in 1924. The Council decided to refer the subject to the next Assembly of the League in September.

A protest by Abyssinia against inclusion among the special zones where the traffic in arms is prohibited was adjourned to the next session, as the Arms Conference is dealing with the matter.

ARMS CONFERENCE.

GENEVA, June 8th.

The general committee of the Arms Conference adopted a proposal to extend the scope of the clause prohibiting the use of poisonous gases in warfare to include the use of bacteria.

## "GERMAN COLONIAL SOCIETY."

### QUAINT DEMAND FOR RETURN OF COLONIES.

MUNICH, June 8th.

The annual meeting of the German Colonial Society passed a resolution strongly protesting against the "theft" of Germany's colonies, demanding that the Government should ask for their return, and requesting the Reichstag not to ratify the Anglo-German Commercial Treaty unless the anti-German regulations which are still being enforced in British Colonies are cancelled.

## THE OLD GAME.

### GERMAN DEVICES TO EVADE TREATY.

LONDON, June 8th.

The report of the Inter-Allied Commission of Control which formed the basis of Friday's Note to Germany was published to-night. The bulk of the infractions of the Treaty are embodied in the Note. The report enlarges on the resistance and obstruction on the part of the German military authorities, and charges Germany with deliberate dissimulation, notably in the military training of youths and secret surplus in armaments and war material.

## GERMAN TRAWLERS SEIZED.

### FRENCH WARSHIPS' CAPTURE IN MOROCCAN WATERS.

PARIS, June 8th.

A message from Fez states that French warships seized two German trawlers in Moroccan waters near Agadir and took them to Mogador, where they are being detained.

## TO RESTORE THE FRANC.

### M. CAILLAUX HAS A PLAN.

PARIS, June 8th.

It is announced that M. Caillaux, Finance Minister, is determined to utilise if necessary in support of the franc, which at present is over 100 to the £, all the American credits available as the result of the Morgan loan, in addition to a further large sum, but the exact moment for the Government's intervention will be kept secret to prevent speculation.

[*REUTER'S AMERICAN SERVICE.*]

NEW YORK, June 8th.

The announcement that M. Caillaux will use the Morgan credit of $100,000,000 in support of the franc led to speculative buying of francs, which briskly rallied at the opening of the foreign exchange market, to $4.81, compared with $4.65½, the lowest figure during last week.

BELGIAN DEBT TO U.S.

WASHINGTON, June 8th.

It is officially announced that a Belgian Commission under the ex-Premier, M. Theunis, is coming to Washington in *July to negotiate the debt settlement*.

*LATEST CABLES.*

## MACMILLAN EXPEDITION.

### RIVALRY BETWEEN CANADA AND UNITED STATES.

WASHINGTON, June 9th.

Official circles are interested in telegrams from Ottawa stating that Canada has decided to send mounted police to the Arctic to establish patrols on the islands to the North of the mainland.

[A Washington cable of June 3rd stated that Canada expects to claim any lands discovered North of Canada as far as the Pole by the forthcoming MacMillan expedition, and that the American authorities intended to raise the American flag on any new land discovered.

# FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## CANTON FIGHTING.

### JAPANESE DESTROYERS ARRIVE.

CANTON, June 9th.

Fighting between the Cantonese and the Yunnanese is in full swing. Four Cantonese gunboats bombarded the Bund which is occupied by the Yunnanese, who returned the fire from the shore. The damage and casualties are so far unknown. Rifle fire from both sides of the river is now being continued almost incessantly. During the past forty hours two Japanese destroyers arrived.

## U.S. COTTON LAW.

WASHINGTON, June 9th.

The Department of Agriculture has amended the regulations under the Cotton Futures Act to make the transfer unit of certificated cotton for delivery on future contracts 25 instead of 100 bales. The amendment was made effective by 15 votes to 6. This applies to transfer between markets and does not affect transfers within the market.

## A REMARKABLE NATION.

### COOLIDGE'S PRAISE FOR HIS OWN COUNTRY.

MINNEAPOLIS, June 9th.

One of the main features in the four-day celebrations by Norse-Americans on the centenary of the landing of the first Norwegian colonists in the United States was an address by President Coolidge who pointed out the success of the United States in fusing together diverse peoples as an example to the world in efforts to bring about fraternity and co-operation among peoples of apparently conflicting interests.

*EARLIER CABLES.*

## U.S. AIRSHIP.

### HAS TO ABANDON LONG DISTANCE FLIGHT.

WASHINGTON, June 8th.

The fact that the ex-Zeppelin airship *Los Angeles* had to abandon yesterday's flight from Lakehurst to Minnesota halfway owing to engine trouble furnished Secretary Wilbur with a text for a statement on "The utter folly of staking the national defence exclusively on the reliability of the petrol engine."

Meanwhile the *Los Angeles* has been unable to moor owing to fog and has been helplessly circling over Lakehurst.

LATER.

The *Los Angeles* was safely berthed at the twenty-sixth attempt after being aloft for 12 hours.

Mr. Wilbur stated that the Norweginn Aero Club's request that the *Los Angeles* or the *Shenandoah* should be sent in search of Amundsen had been refused. The Navy Department had not changed its opinion that such an expedition was not feasible.

He added "We are not going to send a balloon on any wild goose chase to the Polar Regions."

## HEAT WAVE IN CANADA.

### OTTAWA'S RECORD WEEK-END TEMPERATURE.

OTTAWA, June 8th.

Canada is sweltering under shade temperatures of between 95 degress and 102 degrees Fahrenheit.

Ottawa experienced the hottest week-end on record.

There were four deaths from heat-stroke at Montreal, and seven elsewhere.

There was severe hailstorm in eastern Ontario.

## VERA CRUZ CALAMITY.

MEXICO CITY, June 8th.

It is reported from Vera Cruz that over 100 persons were drowned in the isthmus of Tehuantepec owing to the overflowing of the Tehuantepec and Perros rivers.

Villages were destroyed and crops ruined.

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At the Star Theatre, Kowloon, last evening and on Monday evening, the "Pantaloonatics" of H.M.S. *Durham* presented a very enjoyable programme by permission of Capt. J. C. Hamilton, R.N. The proceeds from the two efforts are to be sent to Walter J. Barnacoat, a stoker, who, as the result of an accident, was recently invalided out of the Navy. The artists and those principally connected with the performances were: Mne Muller; Billy Beeky; Davy Jones; Billy Williams; Reg. H. Hermann; W. Preston, J. B. Taylor; R. Bazley; and E. G. Sams.

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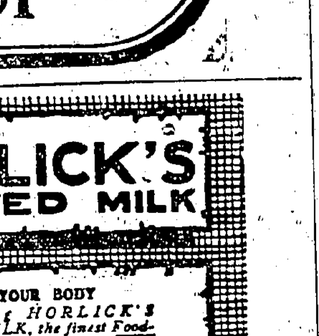

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## PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

April 30th.

CHOCOLATE-COLOURED STOCKINGS.

Bronze shoes with chocolate-coloured stockings are going to be one of the fashion whim of the season. So many little frocks in kasha in tones ranging from beige to nigger are being worn that it was felt that flesh coloured stockings and the black patent shoes that have been the vogue for so long, could no longer fit in harmoniously with the general scheme of harmony. Therefore, the bronze shoes and the chocolate coloured stockings have made their appearance. One of the biggest of modern shoemakers has declared that shoes should match the hat, a precept it would not be difficult to follow out seeing the wide range of materials and colours shoes are being made of these days, amongst which plain as well as tinted boa, cobra, lizard and snake are only a few offered. Coloured kid is also very much worn and often a shoe of this type will be further decorated by bands of lizard or snake skin. Coloured leathers in different shades are often combined in the one shoe. The ultra-flimsy shoe that seem to hold together as by some miracle, is disappearing and its place taken by shoes which, if not exactly as substantial as the elastic-side models worn by our grandmothers, still hold the foot a little more securely for all that. Straps are much in vogue, likewise pieces and flaps that enclose the instep and hold it firmly.

NEW KIND OF SILK.

The weavers have launched a new kind of silk that is known as "schappe" silk, from the fact that is made from a particularly rough variety of silk the trade name of which is schappe. Up till now, such silk has been used exclusively to make pongee, tussore and surah silks, but now, weavers have taken it in hand and are turning out a delightful fabric that is heavier in texture than either pongee, tussore or surah, shows a decided basket weave and is suited more than anything for sports clothes. Some time ago, Rodier, the great French weaver, made a type of material from schappe silk that he called "Toile Annam," that was really a reconstruction of a material formerly woven in ancient Annam, but it was only available in natural shades of grey, cream and beige. The new "schappe" silk is just as substantial for sports wear or indeed heavy wear of any kind, and it is certainly more attractive as it is being woven in delightful pastel shades of hydrangea blue, mauve and pink, almond green, vieux rose and old blue.

ATBLECLOTH MATERIALS.

In these days of necessary economy, luncheon and dinner sets for the table that will do away with the white tablecloth are indeed a boon to any housewife. One of the most effective as well as durable material to make them out of oneself is Basque linen, a particularly heavy, well-woven type of linen that is made by the peasant in the Basque part of France on the Pyrenees border. With so many English people spending their holidays at Biarritz or St. Jean de Luz, it must be very easy to bring back a few metres of this precious material or ask some friend to bring it back for one. It is not expensive, is everlasting in wear and, as it is woven in a variety of check designs in pleasing colours, it is capable of lending a note of originality to the colour scheme of any dining room. There are sets to be bought of it, but if you prefer to make them yourself, all you need do is to buy the necessary number of metres (it is made very wide so that one width is sufficient for a cloth for an ordinary-sized table) and either finish cloth and serviettes with frayed edges or a hemstitched border. The background of the material is a kind of unbleached colour and into this are woven cross stripes in blue red and yellow shades, outlined in white or black, the effect of which is most charming. The housewife who adopts a cloth or small mats of this Basque toile will soon realise what a tremendous economy it enables her to make in the weekly washing bill, and the family is bound to be delighted with the pleasant colour scheme that is set before them at each meal.

BATIK.

Although Batik has been the vogue now for some time past, it is still in favour, but a variation that has arrived with the years is that, instead of appearing as a kaleidescopic combination of colours in those peculiar shades that are only obtainable by the batik process-craft workers in this medium are now confining their attention to black and white effects. This is a happy idea, for bold designs carried out in black on a white ground or *vice versa* look infinitely more elegant than a jumble of colours. Incidentally the application of this idea has given a new life to batik work, for shawls, scarves and handkerchiefs worked in black and white create an effect that is different altogether from batik worked in colours. As well as conventional patterns, quaint silhouette studies can be worked most effectively when the colour scheme is confined to black and white.

SIMPLE DRESSES AND COATS.

If the line of dresses and coats is a simple affair, the details that go to their make up and the amount of hand work that is expended on them is anything but simple. Hand tucks, fine pleats, embroidery and insertions are only a few of the many devices thought of by designers for lending an individual note to each one of these ultra-simple frocks. Even the buttons with which they fasten or are trimmed are decorated with a touch of hand work in some way.

FASHIONABLE "BOUTONNIERE."

No coat or suit can be considered complete now-a-days if it can not show a flower of some sort at the boutonniere.

*(Continued at foot of next Column.)*

## ON SHANK'S NAG.

WANDERINGS AND EXCURSIONS. By I. Ramsay MacDonald. Jonathan Cape. 6s. net.

Mr. Ramsay MacDonald has a style, not merely a stylograph, and for that reason, and also because there are few political alarums among his excursions, everybody will read his latest book with an unqualified gusto. "The wanderlust" he says in his Introduction, "is perhaps the most precious of all the troublesome appetites of the soul of man. It makes him keep in his cupboard a friendly old suit of comfortable wear that has paled under the fervent eyes of the sun and been matured by dust and mud and rain, and with that a pair of honest boots, nailed like the oak door of an ancient keep, which of themselves direct one's way o'er moor and fell and bog and by-path away from the offence and clamour of cars and trains." And this ex-Prime Minister gets so much colour and gaiety and romance out of a single drop of ink, when describing his journeys—especially those through the countryside where so much of his youth lies buried—that we are glad he has had a selection made and put forth of his travel-papers. He wisely refrained from making the selection himself—he was not the judge who sent "ane to heaven an' ten to hell."

His foreign tours are interesting enough, even when they see him discussing international politics from the stand-point of a Mr. Facing-Both-Ways or even an Uncle Five-Heads camped in the midst of the hosts of Labour. Fortunately, all the political papers are segregated in the two last sections of the book [entitled "The International" and "Politics and Politicians"], so that the reader who has had too much of his pink propaganda for the pale proletariat can be sure of easily evading them. The "Letter to a Young Liberal," however, is quite intriguing and on the whole a just criticism of a party that survives as a political machine with funds, head-offices, summer schools, &c., but without a mission or the possibility of a mandate:

Liberalism presents no view of the world, no view of society, no view of any of our present-day problems, seen whole. Its position is a temporary make-shift (indeed, I ought to write in the plural, not in the singular) with an eye and a half on whatever is in people's minds for the moment and half an eye on its own past. When men cease to order their lives by some great end they must become straws blown hither and thither in every conflicting wind. When parties outlive their historical period the magnetism goes out of them and the needle that guides them swings like a weather-cock towards every point of the compass.

But is not Socialism, with the cancer of Communism in its entrails, manifestly doomed to a like dissolution?

It is pleasant, however, to get away from the politician and to hear what the traveller has to say about the things of wisdom and wonderment he has seen at home and abroad. The spirit of adventure awakens in him as he passes by Tortuga, the den of the buccaneers, or skirts the coast of Hayti, with its one hero, Toussaint, or sees the unmatched, unearthly blue of the Central American mountains, or enters the decaying, ghost-haunted Halls of Jamaica. The past becomes alive again for him as he views the outposts of the Isles of Greece, dim but flushed in the morning light, or visits Constantinople ("The meeting of many waters flowing from the East and the West; the No Man's Land between Europe and Asia, where all men gather"), or reads a Latin epitah on a gravestone in the museum at Brindisi, or wanders through the Holy Land, every name in which is written on the heart. But we like him most, he is the best of travelling-companions, when he roams on shank's nag through his own country, and talks with grey-haired derelicts about the wild doings of his boyhood, and strides uphill to the magic lilt of

Sure, by Tummel and Loch Rannoch and Lochaber I will go,
By heather tracks wi' heaven in their wiles.

As a politician we have no use for him—but as a wayfarer in Broad Scotland we like him fine, and are not afraid to confess it.

## MOVING A HOUSE.

A difficulty which has faced the Essex County Council in its £43,000 widening scheme on the main London to Colchester road is to be overcome by the removal bodily of a house.

The house, which is octagonal in shape and built of brick, stands at a bend in the road near the famous Brook-street Hill, a landmark for many generations and a link with the old coaching days when it served as a toll house. The scheme was held up owing to the refusal to part with the house, and the council have solved the difficulty by agreeing to move it bodily a distance of 15 yards back.

It has already been moved once when the tolls were abolished some sixty years ago.

For the coats that are finished with fur collars, there are carnations with long, shaggy petals; for the morning suit or travelling coat, there are severe-looking camelias and gardenias, invariably white; for the evening there or wonderful looking orchids in delicate mauve shades, made of silk and velvet and sometimes tipped with silver powder to give them a dew-besprinkled effect, whilst for suits and coats in any of the beige or pain brule shades there are warm-looking marigolds, just two or three, at most, tied together in a snug little bouquet, to add just the one touch of colour necessary on such a neutral background.

## VISITORS AT HOTELS.

HONGKONG HOTEL

Mr M. Axelrood
Miss N. Baily
Mr A. Bari
Mr N. Beale
Capt. J. Beck
Mrs E. R. Bellilios
Capt. Bentley
Mr D. Z. M. Berthon
Mr Beten
Mr R. J. Birbeck
Mr Arthur Boyd
Mr L. J. Breuronrt
Mr D. E. Cappleman
Mr J. Casine
Mr J. Connelly
Mr J. H. Cook
Mr J. D. Deckie
Mr & Mrs L. Descans
Miss O. Eccles
Miss F. Ellias
Mr E. E. Ellis
Mr F. J. W. Focken
Monsieur Foignette
Mr & Mrs A. H. A. Fong
Mr S. Frank
Mr & Mrs P. D. Gain
Mr C. C. Gallop
Capt. Gambell
Miss H. R. Gaskell
Dr. Douglas R. Gawler
Mr & Mrs J. Gould
Miss A. I. Griffin
Capt. T. P. Hall
Miss A. & F. Hamilton
Mr & Mrs W. A. Hannibal
Mr G. A. Harriman
Mr A. H. Haslund
Mr S. Hirsch
Mrs O. H. Hollman
Mr C. E. Holmes
Mr R. E. Humphreys
Mr J. Jebsen
Mr A. Jensen
Mr & Mrs E. Johnson
Mr J. H. Johnstone
Mr J. R. Jones
Mr J. E. Joseph
Mr B. Kant
Mr & Mrs N. Karanjia
Capt & Mrs Kinsoce
Mr W. H. Kirnan
Mr & Mrs C. Lanritsen
Mr M. E. Lantman
Mr N. N. Leashin
Dr. Geo. Leavell
Mr D. Y. Lee
Miss H. Lillie
Mr G. N. de Man
Mr & Mrs C. Mancini
Mr A. Martendale
Mr L. Mavris
Mr & Mrs E. L. McCargo
Mr & Mrs V. Menasche
Miss D. H. Metcalf
Mr W. Bruce Merkie
Mrs C. A. Murray
Mr & Mrs E. H. Newton
Miss Newton
Mr & Mrs A. Noble
Mr E. H. O'Farrell
Mr J. E. Ollerton
Mr & Mrs R. J. Parsons
Dr. G. Peris
Mr B. H. Pope
Mr Isaac Poppo
Miss M. Publes
Mrs E. Pyen
Mrs E. Pynut
Mr I. C. Ramsey
Mr A. H. Rowe
Mr & Mrs L. Rowntrie
Mr Joseph A. Satosky
Mr & Mrs W. Schofield
Mr D. Kurkell
Mr & Mrs B. A. Sherman
Mr & Mrs A. D. Shirazee
Mr & Mrs A. Silva and infant
Mr A. Silva
Mr Eric N. Sinclair
Capt. I. Siquiland
Mr R. W. E. T. Snuggs
Miss F. M. Snuggs
Dr. H. F. Sommers
Mrs E. Sparke
Mr M. R. Synbury
Mr A. H. Tait
Mr H. J. Tattershall
Mr James Thorn
Mr & Mrs L. A. Tobias
Mr T. C. Todd
Lt.-Col. & Mrs G. Tules
Mr & Mrs Vagmeux
Mr S. J. Vessey
Mr F. R. Vida
Mr B. L. Wakefield
Mr H. Watkins
Mr P. E. Wilson
Mr R. E. Winers
Mr & Mrs G. Woesaner and child
Mr Samuel Wong
Mrs S. S. Woug
Mr & Mrs E. C. Wright
Mr B. E. Wrigley, jr.

REPULSE BAY HOTEL.

Mr & Mrs A. W. Van Andel and child
Mr Corley
Mr & Mrs A. E. A. Carleton
Messrs Chiu Chi Sin & Tsan Tao Chow
Mr A. Dupre
Mrs & Miss L. Somers Ellis
Mr & Mrs Fleming
Mrs Godson
Miss Goeze
Mr & Mrs A. Hicks
Mr & Mrs M. Y. Herbschield & child
Mr & Mrs B. J. Lacon
Mr E. W. Lattie
Mr & Mrs E. Lund
Mr & Mrs de Meester and children
Mr & Mrs Morrison
Messrs Oei Yok Kei & Oei Chek Puan
Mr & Mrs J. N. Parker
Mr & Mrs B. H. Puerner
Mr & Mrs T. Schryver
Mr & Mrs Shermen
Mr & Mrs W. C. Vander Steen
Mr & Mrs. Townend
Mr H. T. Werschkul

PEAK HOTEL.

Dr. J. W. Anderson
Mr S. A. Arthur
Mr F. Austin
Miss E. R. Bailey
Dr. H. Balean
Mr J. A. Barton
Mr V. Benjamin
Mr & Mrs T. G. Bennett
Mr & Mrs P. W. Blackwell
Mr W. H. Bourne
Mr M. J. Breen
Mr & Mrs R. L. Bridger
Miss P. W. Brown
Mr S. D. Carothers
Capt. & Mrs J. O. Carpenter
Mr S. H. Clark
Mr H. R. Cleland
Miss M. Cooper
Mrs I. H. Cormack
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Mr N. C. Donald
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Mr R. E. Farrell
Mr D. Fitzgerald
Mr A. Forbes
Miss M. Forbes
Mr B. L. W. Foster
Mr & Mrs F. F. P. Franklin
Lt. G. C. Frederick
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Mr & Mrs H. B. Glen
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Miss M. B. Hall
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Mr H. Howell
Miss H. D. Irving
Miss O. C. Jenkins
Mr T. L. Jenkins
Mr J. H. Jessen
Mr F. A. Johnson
Mr G. S. Hugh-Jones
Miss G. Kennedy
Mr & Mrs A. C. Kennedy
Mrs L. E. Kilbee
Mr & Mrs E. F. Kill
Mr & Mrs J. Krogh-Moe
Mr & Mrs S. H. Langston
Mr K. Larsen
Mr & Mrs G. D. Leys
Miss Leys
Major A. S. Littlejohns
Mr J. D. Lloyd
Mr L. M. S. Lloyd
Mr & Mrs W. Logan
Mrs J. McAinsh
Mr R. Mellar
Mr H. A. Mills
Mr E. E. Mimmack
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Miss E. Murdock
Miss Newsholme
Mr W. Ogden
Mr A. H. Penn
Mr Prismall
Mr H. R. Remington
Mr A. Ritchie
Mr & Mrs L. G. Scott
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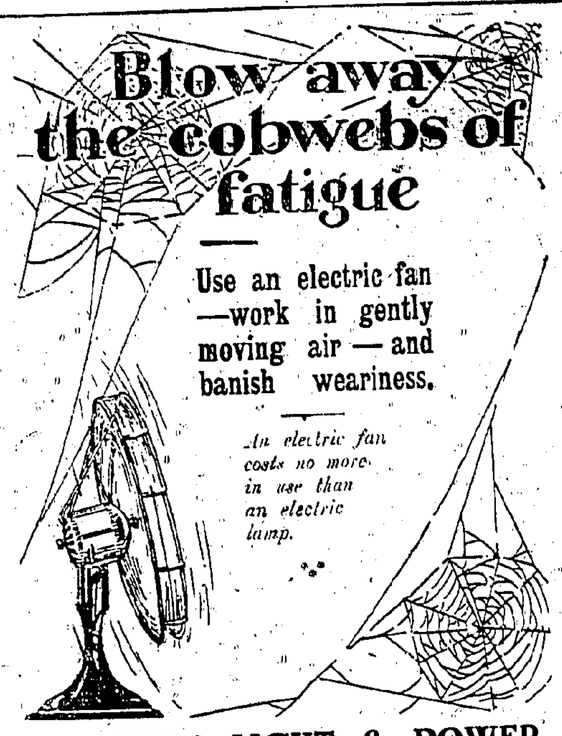

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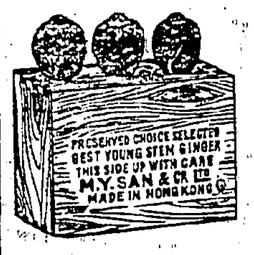


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## HEARD IN A TRAIN.

### AN INTERESTING ETHNOLOGICAL CHAT.

"You like that?" said the fat man in the blue skull cap and the bright yellow gloves with black braid on them. He sent a brilliant smile across the carriage at me and wriggled his legs, which were crossed under him, more cosily on to the cushions.

"Yes," I said.

"Then," he went on, "you are a crank or a prig." He pronounced the first word as though its "n" had wandered out of "krital," and the second as though it rhymed with "league." His head cocked eagerly on one side and his nice, expansive smile assured me that he wasn't trying to be offensive. I put down my book about Balkan Minorities which had thus oddly opened this conversation.

"You're not very polite, are you?" I said.

"Surely," he replied, "I am not rude. But you are an Englishman, and my home is east of Vienna, and I know what my countrymen do not, that the English laugh at the Balkans." I began to protest, but he stopped me with a wave of that gaudy glove.

"I want to tell you," he proceeded, "I have been in England, in London many times, and in Sheffield, Liverpool, and Glasgow. I have English friends, and I have talked with them about these countries beyond Vienna. They are not interested. They make joking of our names. They think us barbar. A man say to me in England that all the deputies in the Balkan Chambers bring with them bombs and revolvers. He laugh loud."

"But most people in every country aren't interested by anything abroad. Why—"

"I want to tell you," the glove signal was given again and I subsided. As the monologue continued I looked out at the Danube, which flowed beside the rail track. On the towpath an officer in gay, elegant uniform was cantering a beautifully stepping horse. On the grass by a spick and span village, with every house detached, a little girl was driving some refractory geese. Lazily seeing such details and gazing out across those great plains where the Turkish cavalry once rode, I watched the colours being massed in the sunset sky and listened to my travel companion.

"I want to tell you," he was saying, "that the French know nothing of any people outside France. They are Gauls, and their ancestors did not, like yours and like mine, come wandering out of Asia. They have not a wander-lust. But your people do not stay at home. They know about black men and yellow men. Only the Balkans they do not know." They think that some of us dress like hussars in a Strauss opera and want to die for young ladies whose name is Sonia or for kings who are always in exile, and that the rest of us are dirty and have great beards. It is a funny picture, with one half what your novelists call Ruritania and the other half Bolshevik."

"You're hard on us," I said. "First you call me a crank and a prig for trying to understand the Balkans, and then you attack my countrymen for not bothering to understand."

"I want to tell you," he began again. "There are a few Englishmen who come to us and even learn our languages. But they are not like the English in India or Africa. I have talked with some of your Empire-builders"—he chuckled over the phrase, whether from pleasure at being so idiomatic or for another reason I am not sure,—"but they do not say the Hindu is a good man and the Moslem a bad man. But your Vatsons and Buxtons and Mees Durhams and Milord Newtons they always say that this Balkan country is very fine and that very evil. Perhaps it is because you must not govern us that you do not understand us and that you take sides among us. Tell me have you heard the Tzigane bands, and do you say the Hungarians are the best fellows, quite English fellows? Or are the Serbs your love? Or will you go to Sofia because you call the Bulgars the most honest merchants and the simplest peasants in the Balkans?"

"I don't think there's anything to choose between them."

"Ah! then you are not interested. Perhaps you are a student and you make your examinations. No! but I see it." The fat man's eyes gleamed knowingly. "You have not found where is my home. You do not wish to offend. Well, I shall not tell you." I started to assure him that my impartiality was genuine and not merely tact, but he would not listen, so eager he was to bring out his ideas.

"I want to tell you," he was off with his invariable opening gambit, "that we are very young and that the Turk only left us yesterday. But we are Europeans like the English. Did not one of your kings, Dutch William, slaughter his enemies by treachery? Did not Birmingham fight with Leeds when there was a frontier between your North Country and your Midlands? We are like that still. But to-morrow we shall be like you are to-day. But how? you ask. I want to tell you when you were in Budapest you looked for pictures in the shops of Kaiser Karl. But what did you see?" Pictures of Harold Lloyd, of Marie Pickford, and you saw crowds who had stopped to watch a figure of Charlie Chaplin in the entrance to a kino. Then you saw many photographs in the Andrassy Boulevard of football teams of all the Balkan countries. Yes? And you looked in the book shops for propaganda. But did you find nothing else? What was the book you met most often'y? Was it not 'Tarzan of the Apes'?" He waited for an answer. I nodded and he went on.

"So. We are learning from you and from the Yankees. We like what you like. We fight a little as you used to fight. But soon we shall do that no more. Because we are poor and we must get much money from your bankers and from the New York bankers, and they will not lend it if we fight. So there will be a great united Balkan State and no more minorities, and we shall play many games like you, and we shall go every night to the kino, and we shall laugh with you at what we did before, and we shall forget, as our

(*Continued on next Column*).

people do when they go to America, how we hated our neighbours. We shall . . . . . " The fat man's voice stopped suddenly. I saw his smiling, eager eyes stiffen into an expression of venom. The train had pulled up at a station.

"See," he said, in a new, low voice, pointing with his canary-gloved finger at a figure on the platform, "I know him, though he thinks not to be known. He is a spy. He takes pay from the Duna Government. They have many spies because they are afraid. They have ruled us since the war. But they are not our people. Soon . . . . . " The fat man had forgotten me. He was staring out into the lamp-lit station dreaming of what revolution to come I do not know.—A.R. in the *Manchester Guardian*.

## WEATHER REPORT.

June 9th at 14.30.—Pressure has decreased slightly over N.E. Japan and at Chefoo. It has increased slightly at the majority of other reporting stations.

The depression in the vincinity of Oshima appears to be slowly moving northward, it has decreased in intensity.

A trough of low pressure persists over the northern part of the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, June 9th 0.00 inch. Total since January 1st, 25.82 inches, against an average of 26.07 inches.

The forcast for the 24 hours ending at 16 hours, June 10th is as follows:—

| District | Forecast |
|---|---|
| Formosa Channel | N. winds, moderate |
| Hongkong to Gap Rock | E. winds, moderate; fair. |
| South coast of China between Hongkong and Lamocks | do. |
| South coast of China between Hongkong and Hainan | do. |

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 9th

| | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer ... | 29.58 | 29.63 | 29.65 |
| Temperature ... | 83 | 77 | 83 |
| Humidity ... | 81 | 77 | 65 |
| Wind Direction... | East | Calm | E |
| " Force ... | 3 | 0 | 3 |
| Weather ... ... | O | C | C |
| Rain ... ... | 0.78 | 0.00 | 0.06 |

Highest open-air Temperature on 8th ... 88
Lowest open-air Temperature on 9th ... 76

### HONGKONG TIDE TABLE.

From June 10th to 16th, 1925.

| Days of Week | Days of Month. | High Water. H'kong. Standard Time. | Height. | Low Water. H'kong. Standard Time. | Height. |
|---|---|---|---|---|---|
| | | h. m. | ft. in. | h. m. | ft. in. |
| Wed. | 10 | m 0 41 | 4 0 | m 4 21 | 3 1 |
| | | m 10 52 | 7 4 | 6 36 a | 0 2 |
| Thur. | 11 | m 1 52 | 8 9 | m 5 14 | 3 4 |
| | | m 11 39 | 7 1 | 7 35 a | 0 6 |
| Fri. | 12 | m 3 7 | 4 0 | m 6 16 | 3 6 |
| | | 32 a | 6 4 | 8 36 a | 1 0 |
| Satur. | 13 | m 4 16 | 4 2 | m 7 31 | 3 8 |
| | | 36 a | 5 7 | 9 38 a | 1 3 |
| Sun. | 14 | m 5 12 | 4 5 | m 9 25 | 3 8 |
| | | 52 a | 5 1 | 10 36 a | 1 6 |
| Mon. | 15 | m 5 53 | 4 9 | m 11 9 | 3 4 |
| | | 5 14 a | 4 8 | 11 26 a | 2 0 |
| Tues. | 16 | m 6 25 | 5 4 | m 0 24 a | 2 8 |
| | | 6 28 a | 4 6 | | |

### VESSELS EXPECTED.

*Antilochus* (Blue Funnel), due on or about July 6th.
*Delta* (P. & O.), due to-morrow.
*Empress of Asia* (C.P.R.), due June 15th.
*Eurypylus* (Blue Funnel), due on or about July 1st.
*Formosa* (Swedish East Asiatic), due on or about June 30th.
*Ixion* (Blue Funnel), due to-morrow.
*Kamo Maru* (N.Y.K.), due June 16th.
*Kashmir* (P. & O.), due June 11th.


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| | | | | |
|---|---|---|---|---|
| TSINGTAU via SWATOW & SHANGHAI | "KWONGSANG" | Wednesday, | 10th June, | 10 a.m. |
| HAIPHONG | "MINGSANG" | Thursday, | 11th June, | 8 a.m. |
| SHANGHAI via SWATOW | "YATSHING" | Thursday, | 11th June, | 10 a.m. |
| MANILA | "YUENSANG" | Friday, | 12th June, | 2 p.m. |
| SANDAKAN | "MAUSANG" | Saturday, | 13th June, | Noon. |
| STRAITS & CALCUTTA | "NAMSANG" | Saturday, | 13th June, | 2 p.m. |
| SHANGHAI via SWATOW | "YUSANG" | Sunday, | 14th June, | 10 a.m. |
| TIENTSIN | "CHIPSHING" | Monday, | 15th June, | Noon. |
| KOBE via AMOY, SHANGHAI & MOJI | "HOSANG" | Tuesday, | 16th June, | 7 a.m. |
| BANGKOK via SWATOW | "CHAKSANG" | Tuesday, | 16th June, | Noon. |
| KOBE via AMOY & MOJI | "FOOKSANG" | Tuesday, | 23rd June, | 7 a.m. |
| SANDAKAN | "HINSANG" | Tuesday, | 23rd June, | Noon. |

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| "GLENIFFER" | 23rd July |
| "GLENOGLE" | 6th Aug. |
| "GLENAMOY" | 23rd Aug. |

| HOMEWARDS. Vessel. | Leave H'kong. | Discharge |
|---|---|---|
| "CARMARTHENSHIRE" | Noon 11th June | London, Rotterdam & Hamburg via Oran. |
| "GLENBEG" | 27th June | London, Rotterdam and Hamburg. |
| "GLENSHIEL" | 28th July | London, Rotterdam & Hamburg. |

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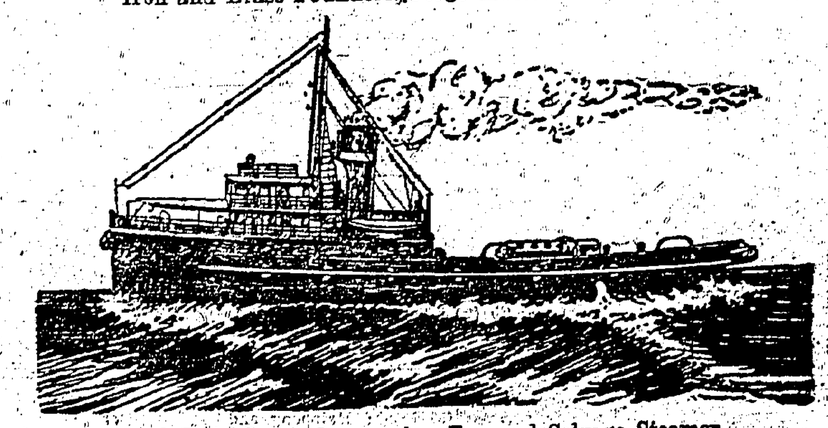

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# SHIPPING NEWS

## ARRIVALS.

June 8th.

*Achilles*, British str., 7,190 tons, Capt. C. F. Melling, from Vancouver and Miike, with a general cargo, lying at Admiralty buoy No. 4.—B. & S.

*Chipshing*, British str., 1,199 tons, Capt. H. S. Hairbey, from Tientsin, with a general cargo, lying at buoy No. C33.—Jardine, Matheson & Co.

*Haiman*, Chinese str., 641 tons, Capt. H. Carneiro, from Hoihow, with a general cargo, lying at Stonecutters.—Yau Fat & Co.

*Kaochow*, British str., from Canton, lying at buoy No. B9.

*Kwangtai*, Chinese str., from Canton, lying at C.M.S.N. wharf.

*Lushun Maru*, Japanese str., from Canton, lying at buoy No. C36.

*Ming Sang*, British str., 978 tons, Capt. J. H. Ferguson, from Haiphong, with a general cargo, lying at buoy No. C35.—Jardine, Matheson & Co.

*Moke Maru*, Japanese str., 1,953 tons, Capt. Y. Masuda, from Taitay Bay, with a cargo of limg stone, lying at Kowloon Bay.—Geo. Grimble.

*Sado Maru*, Japanese str., 3,898 tons, Capt. Takaoka Sonoyama, from Japan ports, with a general cargo, lying at Kowloon wharf.—N. Y. K.

*Sangkiang*, British str., 1,594 tons, Capt. D. Williams, from Shanghai, with a general cargo, lying at buoy No. B12.—B. & S.

*Tanning*, British str., 1,256 tons, Capt. C. S. Hilster, from Hoihow, with a general cargo, lying at buoy No. C34.—B. & S.

*Tungkiang*, British str., 2,079 tons, Capt. R. G. Blayney, from Swatow, with a general cargo, lying at buoy No. A22.—Sheong Hing & Co.

*Venezia*, Italian str., 7,028 tons, Capt. C. Valeich, from Trieste *via* Singapore, with a general cargo, lying at Kowloon wharf.—Dodwell & Co.

June 9th.

*Anlee*, Chinese str., from Canton, lying at buoy No. C19.

*Bellerophon*, British str., 5,713 tons, Capt. J. Agnew, from Singapore, with a general cargo, lying at Holt's wharf.—B. & S.

*Celtic Prince*, British str., 5,402 tons, Capt. A. B. Sheppard, from Shanghai, with a general cargo, lying at Laichokik.—Furness (Far East).

*Chantilly*, French str., 5,954 tons, Capt. Le Men, from Shanghai, with a general cargo, lying at buoy No. A5.—M.M.

*Clara Jebsen*, Danish str., 1,145 tons, Capt. Davidson, from Singapore, with a general cargo, lying at buoy No. C46.—Kuen Sang S.S. Co.

*Ekdrand*, Norwegian str., 1,275 tons, Capt. G. M. Zachariasen, from Bangkok, with a general cargo, lying at buoy No. B22.—Kwang Seng.

*Huigang*, British str., 1,395 tons, Capt. J. S. Thomson, from Penang, with a general cargo, lying at Stonecutters.—Kuen Sang S.S. Co.

*Hungtung*, British str., 1,267 tons, Capt. R. Cuphily, from Swatow, lying at Taikoo Dock.—B. & S.

*Krut*, Siamese str., 353 tons, Capt. Hairring, from Bangkok, with a general cargo, lying at buoy No. C42.—John Manners & Co.

*Kwang Sang*, British str., from Canton, lying at buoy No. C32.

*Matsuye Maru*, Japanese str., 4,558 tons, Capt. K. Kurikaro, from Shanghai, with a general cargo, lying at buoy No. A20.—N.Y.K.

*Sinlu Maru*, Japanese str., from Canton, lying at buoy No. B55.

*Sicilia*, British str., 4,171 tons, Capt. R. Harrison, from Shanghai, with a general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co.

*Van Overstraten*, Dutch str., 2,837 tons, Capt. A. P. Pronker, from Singapore, with a general cargo, lying at buoy No. A8.—J.C.J.L.

## CLEARANCES.

June 9th.

*Achilles*, for Cebu.
*Amazon Maru*, for Shanghai.
*Anking*, for Swatow.
*Banka*, for Bangkok.
*Bellerophon*, for Shanghai.
*Chantilly*, for Saigon.
*Feuglee*, for Saigon.
*Haifoong*, for Saigon.
*Haihong*, for Swatow.
*Haiwing*, for Macao.
*Hwaheong*, for Saigon.
*Independence*, for Manila.
*Kwai Sang*, for Swatow.
*Kwang Sang*, for Swatow.
*Kwangtak*, for Shanghai.
*Leehan*, for Kwang Chow Wan.
*Lushun Maru*, for Swatow.
*Matsuye Maru*, for Macassar.
*Ningpo*, for Canton.
*Sado Maru*, for Singapore.
*Sicilia*, for Singapore.
*Suigang*, for Canton.
*Taikwa Maru*, for Canton.
*Takada*, for Singapore.
*Tangistan*, for Singapore.
*Tyndareus*, for Kobe.
*West Prospect*, for San Francisco.

## PASSENGERS.

### ARRIVALS.

Per s.s. *Sicilia*, on June 9th:—Mrs. Graves Eves, Mr. W. M. Downie, Mr. D. Peinert, Mr. E. A. Winkler, Mr. and Mrs. Lloyd and infant, Mrs. F. C. Miller, Mr. E. C. Esser, Miss M. Martin, and Miss L. Beal.

Per s.s. *Chantilly*, on June 9th:—Mr. and Mrs. Jordan, Mr. Kern, Mr. Young, Mr. Lui, Mr. Cuvilier, Mr. L. Kwok, Mr. M. Kwok, Misses Liang and Kwok, Mr. Best, Lt. Maurice, Mr. F. Ginn, Rev. Fischer and son, Miss Passos, Mr. W. Ch. Kwong, Mr. Nicolas, Mr. Cheng, Mr. Chou Sam.

# VESSELS ADVERTISED AS LOADING

| DESTINATION | VESSEL'S NAMES | FLAG | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|
| NEW YORK & BOSTON via PANAMA | Tatsuno Maru | Jap. | Nippon Yusen Kaisha | On 9th July |
| NEW YORK & BOSTON | Celtic Prince | Brit. | Prince Line | On 19th inst. |
| NEW YORK & BOSTON via SUEZ | Egremont Castle | Ital. | Dodwell & Co., Ltd | On 28th inst. |
| NEW YORK, BOSTON & BALTIMORE | Katuna | Brit. | The Bank Line, Ltd | On 19th inst. |
| BARCELONA, VALENCIA ANTWERP ROTTERDAM, &c. | Formosa | Swed | Gilman & Co. | About 15th July |
| BOSTON, NEW YORK & BALTIMORE via SUEZ | Titan | Brit. | Butterfield & Swire | On 28th inst. |
| BOSTON, NEW YORK & BALTIMORE via SUEZ | Katuna | Brit. | The Bank Line, Limited | On 19th inst. |
| SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU. | President Wilson | Am. | Pacific Mail S.S. Co. | On — |
| VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c. | Empress Australia | Brit. | Canadian Pacific O. S. Ltd | On 12th inst. |
| VICTORIA, SEATTLE & VANCOUVER via J. PORTS. | Iyo Maru | Jap. | Nippon Yusen Kaisha | On 26th inst. |
| VICTORIA, VANCOUVER & SEATTLE | Achilles | Brit | Butterfield & Swire | On 5th July |
| SEATTLE & VICTORIA, via S'HAI, KOBE & YOKOHAMA | Presidt. Jackson | Am. | Admiral Oriental Line | On 14th inst |
| MARSEILLES, LONDON, ANTWERP & HULL | Sicilia | Brit. | P. & O., B. I. & A. L. | On 13th inst., Noon |
| MARSEILLES, &c. | Angkor | Fren. | Messageries Maritimes | On 7th July |
| MARSEILLES, &c. | Compiegne | Fren. | Messageries Maritimes | On 23rd inst |
| MARSEILLES, &c. | Chantilly | Fren | Messageries Maritimes | On 21st July |
| MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c. | Hakusan Maru | Jap | Nippon Yusen Kaisha | On 30th inst., 11 a.m. |
| HAVRE, LONDON, R'DAM & HAMBURG | Sutton Hall | Brit. | The Bank Line, Ltd | On 11th inst. |
| GENOA, HAVRE, LIVERPOOL & GLASGOW | Ixion | Brit. | Butterfield & Swire | On 12th inst. |
| GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c. | Corlenz | Ger. | Melchers & Co. | On 27th inst. |
| MARSEILLES, LONDON, ROTTERDAM & GLASGOW | Sarpedon | Brit. | Butterfield & Swire | On 10th inst. |
| LONDON, ROTTERDAM & HAMBURG | Carmarthenshire | Brit. | Jardine, Matheson & Co., Ltd | On 11th inst., Noon. |
| GENOA, MARS., R'DAM., AMSTERDAM, HAMBURG & BREMEN | Salabangka | Dut. | Java-China-Japan-Lijn | On Beginning of July |
| BOMBAY via SINGAPORE & COLOMBO | Toyooka Maru | Jap. | Nippon Yusen Kaisha | On 28th inst. |
| STRAITS & CALCUTTA | Namsang | Brit. | Jardines, Matheson & Co., Ltd | On 13th inst., 3 p.m. |
| SINGAPORE, PENANG & CALCUTTA | Tilawa | Brit. | P. & O., B. I. & A. L. | On 5th July |
| SINGAPORE, & BOMBAY | Jeypore | Brit | P. & O., B. I. & A. L. | On 17th inst., Noon. |
| SINGAPORE, PENANG, COLOMBO, BOMBAY, &c. | Sicilia | Brit. | P. & O., B. I. & A. L. | On 10th inst., Noon. |
| SINGAPORE & BELAWAN-DELI | Van Overstraten | Dut. | Java-China-Japan-Lijn | On 18th inst. |
| BRINDISI, VENICE & TRIESTE | Venezia | Ital. | Dodwell & Co., Ltd. | On 1st July |
| WEIHAIWEI, CHEFOO & TIENTSIN | Kuesiow | Brit. | Jardine, Matheson & Co., Ltd | On 20th inst., 4 p.m. |
| SANDAKAN | Mansang | Brit. | Butterfield & Swire | On 13th inst., Noon. |
| AUSTRALIAN PORTS via MANILA | Tango Maru | Jap. | Nippon Yusen Kaisha | On 24th inst., 11 a.m. |
| AUSTRALIAN PORTS | Arafura | Brit. | P. & O., B. I. & A. L. | On 8th July |
| AUSTRALIAN PORTS | Changsha | Brit. | Butterfield & Swire | On — |
| SHANGHAI, KOBE & YOKOHAMA | Washington Maru | Jap | Nippon Yusen Kaisha | On 13th inst. |
| BANGKOK via SWATOW | Chaksang | Brit. | Jardine, Matheson & Co., Ltd. | On 16th inst., Noon. |
| SHANGHAI & KOBE | Soudan | Brit. | P. & O., B. I. & A. L. | On 10th July |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | St. Albans | Brit. | P. & O., B. I. & A. L. | On 7th July |
| SHANGHAI, MOJI & KOBE | Delta | Brit. | P. & O., B. I. & A. L. | On 12th inst., D.L. |
| YOKOHAMA, SHANGHAI, KOBE & MOJI | Venezia | Ital. | Dodwell & Co., Ltd. | About 10th inst. |
| SHANGHAI | Tjikembang | Dut. | Java-China-Japan Lijn | About 18th inst. |
| MOJI, KOBE & YOKOHAMA | Arafura | Brit. | P. & O., B. I. & A. L. | On 13th inst., D.L. |
| MOJI, KOBE & YOKOHAMA | Tanda | Brit. | P. & O., B. I. & A. L. | On 8th Aug |
| TIENTSIN | Chipshing | Brit. | Jardine, Matheson & Co., Ltd. | On 15th inst., Noon. |
| BATAVIA | Tjimanoek | Dut. | Java-China-Japan-Lijn | About 18th inst. |
| HAIPHONG | Mingsang | Brit. | Jardine, Matheson & Co., Ltd. | On 11th inst., 8 a.m. |
| HOIHOW & BANGKOK | Tean | Brit. | Butterfield & Swire | On 12th inst., 11 a.m. |
| HOIHOW & SINGAPORE | Kweiyang | Brit. | Butterfield & Swire | On 16th inst., 11 a.m. |
| SWATOW, AMOY & FOOCHOW | Hai-Ning | Brit | Douglas Lapraik & Co. | On 16th inst., 4 p.m. |
| SWATOW, AMOY & FOOCHOW | Haiching | Brit | Douglas Lapraik & Co. | On 14th inst., 1 p.m. |
| MANILA | President Wilson | Am | Pacific Mail S.S. Co. | On — |
| MANILA | Empress Asia | Brit. | Canadian Pacific O. S. Ltd. | On 17th inst. |
| MANILA | Yuensang | Brit | Jardine, Matheson & Co., Ltd. | On 12th inst., 2 p.m. |
| MANILA | Presidt. McKinley | Am. | Admiral Oriental Line | On 18th inst. |

## SHIPPING NOTES.

Silk forwarded from here by the R.M.S. *Empress of Canada* on May 15th, arrived in New York (St. John's Park) on June 6th, having been 22 days in transit.

The Master of the s.s. *Overstraten*, which arrived in port from Singapore yesterday, reports the death of two Chinese passengers during the voyage. One died from tuberculosis and the other from *beri beri*. Both were buried at sea.

The weather outside the harbour for the last few days, according to the general reports made to the Harbour Office, by shipping masters, has been mostly fine, with the wind from the N.E., although there have been heavy rain squalls in certain quarters.

The Saigon trading vessel *Confucius* has been laid up at Stonecutters for the time being in order to await a better rice market, the rice rates from Saigon to Hongkong having now gone down to the low ebb of ten cents per picul. As no improved conditions so far as the rice trade is concerned are expected before the trouble at Canton and Shanghai is finished, several other trading steamers are likely to follow her example.

Harbour Office reports showed that for the 24 hours ended 9 a.m. yesterday there were 22 arrivals and 20 departures, against 20 arrivals and 12 departures for the previous 24 hours. Of the arrivals, 8 were British, five Japanese, two American, two Italian, two Chinese, one French, one Dutch and one Danish. The total number of vessels in the Harbour at 9 a.m. yesterday was 95, of which 36 were British, compared with a total of (93 British) the previous day.

A number of large vessels were to be seen at the Kowloon Wharf yesterday, including the s.s. *Empress of Australia*, the s.s. *Trieste* the s.s. *Sado Maru*, s.s. *Moke*, s.s. *Nagato Maru* and the s.s. *President Polk* the Robert Dollar around-the-world liner, which arrived in port from Shanghai on Monday. Some of the larger vessels at the buoys included the B.I. liner *Takada* (Captain R. W. Hocking), the *Korea Maru*, s.s. *Achilles* (Blue Funnel Line), and the s.s. *Independence* (Barber Line).

Mails arriving in the Colony on Monday and yesterday were brought in as under.—From Shanghai and Amoy s.s. *Suigang* (40 bags); Haiphong and Hoihow: s.s. *Laming* (12 bags and two baskets); Swatow: s.s. *Tangistan* (two bags); Yokohama and Shanghai s.s. *Chantilly* (20 bags); New York, U.S.A. and Shanghai: s.s. *President Polk* (178 bags); Triesto and Singapore and Europe *via* Negapatam (Letters and papers, London, May 7th): s.s. *Venezia* (488 bags); Yokohama and Moji: s.s. *Sado Maru* (32 bags); Haiphong and Hoihow: s.s. *Amakusa Maru* (8 bags).

The following notice to mariners has been issued by the authorities at Tientsin under date May 27:

Notice is hereby given that on or about June 12th, the present group flashing light now exhibited at Tsaofeitsin Island will be replaced temporarily by an unwatched acetylene flashing light.

This light, which will be exhibited from the existing octagonal black tower, will have the following characteristics: Light 0.3 seconds; Dark, 2.7 seconds, and will be visible in clear weather for a distance of 10 nautical miles.


CANADIAN PACIFIC

EMPRESS OF AUSTRALIA

will sail for

VANCOUVER via Shanghai, Kobe and Yokohama
at 12 NOON
FRIDAY, JUNE 12th

Future Sailings to VANCOUVER via Shanghai and Japan Ports and Atlantic Connections.

| | Leave Hongkong | Arrive Vancouver | | Leave Quebec | Due Southampton |
|---|---|---|---|---|---|
| Empress Australia | June 12 | July 1 | Empress Scotland | July 8 | July 15 |
| Empress Asia | June 25 | July 13 | Empress France | July 22 | July 29 |
| Empress Canada | July 10 | July 27 | Empress Scotland | Aug. 5 | Aug. 12 |
| Empress Russia | July 23 | Aug. 10 | Empress France | Aug. 19 | Aug. 26 |
| Empress Australia | Aug. 7 | Aug. 26 | Empress Scotland | Sept. 2 | Sept. 9 |

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient

FOUR TRANS-CONTINENTAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL POINTS
Standard Sleeping Cars—Compartment—Drawing-Room
Dining Cars
Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC
DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere.
BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG SERVICE

| Leave Hongkong | Arrive Manila | | Leave Manila | Arrive Hongkong |
|---|---|---|---|---|
| June 16 | June 18 | Empress Asia | June 19 | June 21 |
| June 29 | July 1 | Empress Canada | July 2 | July 3 |
| July 14 | July 16 | Empress Russia | July 17 | July 19 |
| Aug. 12 | Aug. 14 | Empress Asia | Aug. 15 | Aug. 17 |
| Aug. 26 | Aug. 28 | Empress Canada | Aug. 29 | Aug. 31 |

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [51



HAMBURG AMERIKA LINIE.

COMBINED FREIGHT AND PASSENGER SERVICE.
SAILINGS FOR SHANGHAI AND JAPAN.

S.S. PREUSSEN due from Europe ... ... ... about 11th June.

NEXT SAILINGS FOR EUROPE,
GENOA, MARSEILLES, ROTTERDAM, HAMBURG via SINGAPORE, COLOMBO AND PORT SAID,

M.S. VOGTLAND (Calling at Manila) ... ... ... 18th June.
S.S. PREUSSEN ... ... ... ... 15th July.

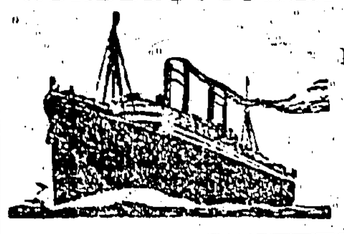
For freight, passage and further particulars please apply to

Canton:—CARLOWITZ & Co.
Macao:—A. A. DE MELLO.
Swatow:—ROESE BROS.
Amoy:—C. MARTENS.
Foochow:—SIEMSSEN & KROHN.

JEBSEN & CO.,
12, Pedder Street.
Tel. C. 2225. [18



NORDDEUTSCHER LLOYD BREMEN.



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NEXT SAILINGS:

| STEAMERS. *Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers. | Arrival at Hongkong and Sailings for SHANGHAI and JAPAN. | Sailings from Hongkong to: GENOA, ANTWERP, ROTTERDAM, HAMBURG, and BREMEN via Manila, Singapore, Belawan, Colombo and Port Said. |
|---|---|---|
| "COBLENZ" | — | 27th June 1925 |
| "ANHALT" | 21st June 1925 | 10th August " |
| "FULDA" | 19th July " | 22nd August " |
| "TRIER" | 16th August " | 19th September " |
| "SAARBRUECKEN" | 13th September " | 17th October " |
| "DESSAU" | 10th October " | 20th November " |
| "COBLENZ" | 7th November " | 12th December " |

For Freight and Passage, please apply to—
MELCHERS & CO.,
Telephone C. 4557.
3, Queen's Building, Chater Road. Agents, HONGKONG. 122



HOLLAND EAST ASIA LINE
of the United Netherlands Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostock, China, Hongkong, Manila, Singapore
and
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

SAILINGS FOR EUROPE:

s.s. "SALABANGKA" ... Beginning of July, 1925
s.s. "J. DEKERK" ... " Aug., "
s.s. "GEMMA" ... " Sept., "

ARRIVALS FROM EUROPE:

s.s. "OLDEKERK" ... 20th June, 1925
s.s. "GEMMA" ... 23th July, "

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—
JAVA-CHINA-JAPAN LYN,
Agents.
Telephone Central No. 1574. York Building 8

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440
IYO MARU ... Friday, 26th June, at 11 a.m.
SHIDZUOKA MARU ... Friday, 17th July, at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore Ports.
HAKUSAN MARU ... Saturday, 20th June, at 11 a.m.
KITANO MARU ... Saturday, 4th July, at 11 a.m.
HAMBURG via LONDON & ROTTERDAM & Ports.
MATSUMOTO MARU ... Friday, 10th July
LIVERPOOL via ADEN & MARSEILLES.
TAJIMA MARU ... Wednesday, 10th June
LYONS MARU ... Wednesday, 15th July
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 24th June, at 11 a.m.
AKI MARU ... Wednesday, 22nd July, at 11 a.m.
NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU ... Thursday, 9th July
BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU (calls Delagoa, Port Elizabeth) Saturday, 8th July
BOMBAY via Singapore & Colombo.
TOYOOKA MARU ... Sunday, 28th June
CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU (Omit Calcutta) ... Monday, 15th June
WAKASA MARU ... Thursday, 18th June
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Thursday, 18th June
SHANGHAI, KOBE & YOKOHAMA.
WASHINGTON MARU ... Saturday, 13th June
KAMO MARU ... Wednesday, 17th June
TAMBA MARU ... Saturday, 20th June
KATORI MARU ... Tuesday, 30th June

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone Central Nos. 292, 293 & 2422 S. KINOSHITA, Manager. [5


## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Kobe on June 9th at 9 a.m., left on the same day at 4 p.m., and is due at Nagasaki to-day at 1 p.m.

The Admiral Oriental liner *President Jackson*, which sailed from this port at 5 p.m. on June 6th, arrived Manila at 9 a.m. on June 8th. She returns from that port at 5 p.m. on June 11th, arriving here at 9 a.m. on June 12th, and will sail for Victoria and Seattle *vid* Shanghai and Japan at 5 p.m. on June 14th.

The Blue Funnel liner *Hector* arrived at London on the 8th inst.

The E. & A. Co.'s s.s. *Arafura* left Manila for this port on June 9th, with the outward Australian mails, and is due here tomorrow morning.

The Dollar Steamship liner *President Cleveland*, which is due at this port on June 26th, sailed from San Francisco on May 30th, on schedule.

The Dollar Steamship liner *President Lincoln* sailed from Shanghai on June 8th, and is due at this port at daylight on June 11th.

The Dollar Steamship liner *President Garfield*, which is due at this port on July 6th, sailed from San Francisco on June 6th, on schedule.

# THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

## NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

s.s. "KATUNA"... ... ...via Suez Canal ... ... 19th June

## BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

m.v. "BIRCHBANK"... ... ...via Suez Canal ... ... 30th June

## UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

s.s. "SUTTON HALL" ... ... ... ... ... ... 11th June
FOR HAVRE, LONDON ROTTERDAM & HAMBURG.

MODERATE RATES TO MARSEILLES AND LONDON.

## MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

s.s. "SURAT" ... ... ... ... ... Sails Hongkong, End July

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

## AUSTRAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to:—

THE BANK LINE LTD.

Tel. Cent. 4791. [12

# BOSTON, NEW YORK & BALTIMORE
Joint Service of the
## BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO. LTD.)
AND
## AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "KATUNA" ... ... ...via Suez Canal ... ... 19th June
s.s. "TITAN" ... ... ...via Suez Canal ... ... 28th June
s.s. "CITY OF CORINTH" ... ...via Suez Canal ... ... 8th July,
s.s. "BELLEROPHON" ... ...via Suez Canal ... ... 19th July
* Calls first at New York.

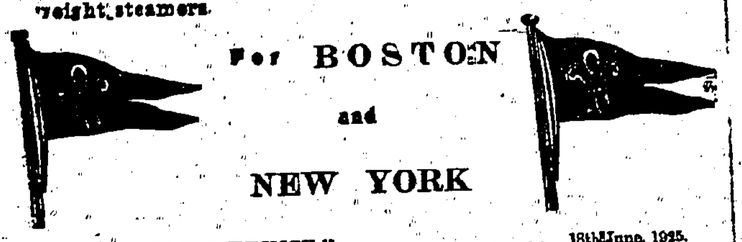
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON. 13

# PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



## For BOSTON
and
## NEW YORK

S.S. "CELTIC PRINCE" ... ... ... ... 18th June, 1925.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building.

Telephone Central 3163
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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

# VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

# VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak S.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CHEMISTS.

PODOS

PREVENTS BLISTERS AND SORE FEET.
PREVENTS ENGROWN TOENAILS.
PREVENTS PERSPIRATION.
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PREVENTS CORNS.
PREVENTS CHILBLAINS.
PREVENTS BAD COUGHS AND COLDS.
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PREVENTS MUCH PAIN.
PREVENTS LAMENESS.
PREVENTS DISCOMFORT.
PREVENTS EVERYTHING.

# P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

## PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tons | From Hongkong (about) | Destination |
|---|---|---|---|
| "SICILIA" | 6,813 | 10th June, Noon | S'pore, Penang, Colombo & B'bay |
| "KALYAN" | 9,118 | 12th June, Noon | Mars., London, Antwerp & Hull. |
| "JEYPORE" | 5,318 | 17th June, Noon | Singapore & Bombay. |
| "MIRZAPORE" | 6,715 | 26th June | S'pore., Penang, Colombo & B'bay. |
| "MALWA" | 10,941 | 27th June | Marseilles & London |
| "NAGPORE" | 5,225 | 9th July | Singapore, Penang & Bombay. |
| "DELTA" | 8,087 | 11th July | S'pore, Penang, Colombo & B'bay. |
| "KASHMIR" | 8,985 | 11th July | Mars., Londor, Antwerp & Hull. |
| "MANTUA" | 10,902 | 25th July | Marseilles & London |
| "SOUDAN" | 6,696 | 6th Aug. | S'pore., Penang, Colombo & B'bay |
| "KASHGAR" | 9,005 | 8th Aug. | Marseilles, London & A'werp. |
| "MACEDONIA" | 11,089 | 22nd Aug. | Marseilles & London |
| "SICILIA" | 6,813 | 3rd Sept. | S'pore, Penang, Colombo & B'bay. |
| "NARKUNDA" | 16,227 | 5th Sept. | Marseilles & London. |
| "KHYBER" | 9,114 | 19th Sept. | Marseilles, London & A'werp. |
| "KARMALA" | 9,123 | 3rd Oct. | Marseilles, London & A'werp. |
| "MALWA" | 10,941 | 17th Oct. | Marseilles & London. |
| "KHIVA" | 9,125 | 31st Oct. | Marseilles, London & Antwerp. |
| "MANTUA" | 10,902 | 14th Nov. | Marseilles & London. |
| "KALYAN" | 9,144 | 28th Nov. | Marseilles, London & Antwerp. |
| "MOREA" | 10,911 | 12th Dec. | Marseilles & London. |

## BRITISH INDIA–APCAR SAILINGS

| | | | |
|---|---|---|---|
| "TILAWA" | 10,000 | 5th July | Singapore, Penang & Calcutta. |
| "TALAMBA" | 8,018 | 11th July | do. |
| "TAKLIWA" | 7,926 | 23rd July | do. |
| "TAIREA" | 7,923 | 29th July | do. |

## EASTERN AND AUSTRALIAN SAILINGS (South)

| | | | |
|---|---|---|---|
| "ARAFURA" | 6,000 | 8th July | Manila, Sandakan, Thursday Island, Townsville, Brisbane & Sydney & Melbourne. |
| "ST. ALBANS" | 4,500 | 5th Aug. | |
| "TANDA" | 6,958 | 2nd Sept. | |
| "ARAFURA" | 6,000 | 7th Oct. | |
| "ST. ALBANS" | 4,500 | 4th Nov. | |
| "TANDA" | 6,958 | 2nd Dec. | |

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viâ New Zealand, Vancouver (San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

| | | | |
|---|---|---|---|
| "KASHMIR" | 8,985 | 12th June, 10 a.m. | Shanghai, Moji & Kobe |
| "DELTA" | 8,097 | 12th June, D.L. | Shanghai, Moji & Kobe |
| "ARAFURA" | 6,000 | 13th June, D.L. | Moji, Kobe & Yokohama |
| "TILAWA" | 10,006 | 14th June, D.L. | Amoy, Shanghai, Moji, Kobe & Osaka. |
| "TALAMBA" | 8,018 | 21st June | Kobe. |
| "MANTUA" | 10,902 | 26th June | Shanghai, Moji & Kobe. |
| "TAKLIWA" | 7,926 | 5th July | Kobe |
| "ST. ALBANS" | 4,500 | 7th July | Shanghai, Moji, Kobe & Yokohama |
| "KASHGAR" | 9,005 | 10th July | Shanghai, Moji & Kobe |
| "SOUDAN" | 6,696 | 10th July | Shanghai & Kobe |
| "TAIREA" | 7,933 | 11th July | Kobe. |
| "MACEDONIA" | 11,089 | 24th July | Shanghai Moji & Kobe |
| "KHYBER" | 9,144 | 7th Aug. | do. |
| "SICILIA" | 6,813 | 7th Aug. | Shanghai & Kobe |
| "TANDA" | 6,958 | 8th Aug. | Moji, Kobe & Yokohama |
| "NARKUNDA" | 16,227 | 21st Aug. | Shanghai. |
| "KARMALA" | 9,123 | 4th Sept. | Shanghai, Moji & Kobe. |
| "DELTA" | 8,097 | 4th Sept. | do. |
| "ARAFURA" | 6,000 | 12th Sept. | Moji, Kobe & Yokohama. |
| "MALWA" | 10,941 | 18th Sept. | Shanghai & Kobe |
| "KHIVA" | 9,125 | 2nd Oct. | Shanghai, Moji & Kobe. |
| "SOUDAN" | 6,696 | 2nd Oct. | do. |
| "ST. ALBANS" | 4,500 | 10th Oct. | Moji, Kobe & Yokohama. |
| "MANTUA" | 10,902 | 17th Oct. | Shanghai, Moji & Kobe |
| "KALYAN" | 9,144 | 1st Nov. | do. |
| "TANDA" | 6,958 | 7th Nov. | Moji, Kobe & Yokohama. |
| "MOREA" | 10,911 | 14th Nov. | Shanghai, Moji & Kobe. |
| "A STEAMER" | | 28th Nov. | do. |
| "MACEDONIA" | 11,089 | 12th Dec. | do. |
| "ARAFURA" | 6,000 | 12th Dec. | Moji, Kobe & Yokohama |

*All dates are approximate and subject to alteration without notice.*

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 3½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG Agents. 1

# DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine

FOR

## SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

| | | | |
|---|---|---|---|
| HAICHING ... | Capt. W. S. Turnbull | Friday, | 12th June, at 1 p.m. |
| HAINING ... | A. H. Stewart | Tuesday, | 16th June, at 4 p.m. |
| HAIHONG ... | Capt. Ellis Walker | Friday, | 19th June, at 1 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAINING," "HAIHONG" and "HAICHING" at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Managers 3

# CHINA NAVIGATION CO.
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

| Ports | Steamers | Date of Departure |
|---|---|---|
| HOIHOW, PAKHOI & HAIPHONG | "TAMING" ... | On 11th June, Noon. |
| HOIHOW & BANGKOK ... | "TEAN" | On 12th June, 11 a.m. |
| SWATOW & BANGKOK ... ... | "KWANGCHOW" | On 14th June, 2.30 p.m. |
| HOIHOW & SINGAPORE ... ... | "KWEIYANG" ... | On 16th June, 11 a.m. |
| WEIHAIWEI, CHEFOO & TIENTSIN | "KUEICHOW" ... | On 20th June, 4 p.m. |
| SWATOW & BANGKOK ... ... | "KALGAN" ... | On 21st June, 11 a.m. |
| SWATOW & SINGAPORE ... ... | "KINGYUAN" ... | On 23rd June, 11 a.m. |

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (viâ Swatow and extending to Fukow), Tuesdays (viâ Amoy) Thursdays (viâ Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.
BANGKOK LINE.—Regular weekly service leaving Hongkong Sundays to and from Bangkok viâ Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
Agents.
TELEPHONE CENTRAL 32.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

# AUSTRALIAN ORIENTAL LINE.

Due Hongkong

Will be Despatched on

FOR

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.
THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANIAN PORTS.
EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMMODATION AT REDUCED RATES.
Sailing Subject to Alteration.

For Freight and Passage, apply to—BUTTERFIELD & SWIRE,
Agents.
Tel. C. 36. [16

# DODWELL & CO., LTD.

## NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S "EGREMONT CASTLE" ... ... ... Sails 26th June

## LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

## NEXT SAILINGS

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" ... ... ... ... Sails 10th June
S.S. "TRIESTE" (cargo only) ... ... ... Sails 12th June
S.S. "FIUME-L" ... ... ... ... Sails 10th July
S.S. "NUMIDIA" (cargo only) ... ... ... Sails 18th July
M.S. "ESQUILINO" (cargo only) ... ... ... Sails 10th Aug.
S.S. "LACONIA" (cargo only) ... ... Sails 12th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... ... ... ... Sails 1st July
M.S. "ESQUILINO" ... ... ... ... Sails 31st Aug.

## NATAL LINE OF STEAMERS

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... ... ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports
Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED
Agents
Telephone Central 1039. 17

# M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

| Mail Steamers. | Next Sailings from Marseilles. | Pro. Arr. at Hgkg. and Sailings for S'hai and Japan. | Probable Sailings from Hongkong for Marseilles. |
|---|---|---|---|
| POETHOS ... ... ... | — | — | 23rd June, 1925 |
| ANGKOR ... ... ... | — | — | 7th July, " |
| COMPIEGNE ... ... | 22nd May, 1925 | 23rd June, 1925 | 21st July, " |
| ANGERS ... ... ... | 5th June, " | 7th July, " | 4th Aug., " |
| PAUL LECAT ... ... | 19th June, " | 21st July, " | 18th Aug., " |
| ANDRE LEBON ... | 3rd July, " | 4th Aug., " | 1st Sept., " |

## RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd " .....£ 83. 0s. 0d.
B CLASS STEAMERS: 1st Class.....£ 83 0s. 0d. | 2nd " .....£ 80 0s. 0d.

Through Tickets to London and Leading Towns of Europe
Accommodation reserved in the Trains at Marseilles.

## LIGNE COMMERCIALES (CARGO BOATS)

s.s. " " loading for HAVRE, ANTWERP & DUNKIRK about
s.s. "SI-KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive about 22nd June.

Sailings subject to alteration without notice.

For full Particulars, apply to:—

MESSAGERIES MARITIMES CO.,
3, QUEEN'S BUILDINGS.

Telephone: Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION. [2

## POST OFFICE NOTICE.

**REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.**

The transmission of Radio Telegrams to Canton is suspended.

The transmission of Radio Telegrams to Swatow subject to delay until further notice.

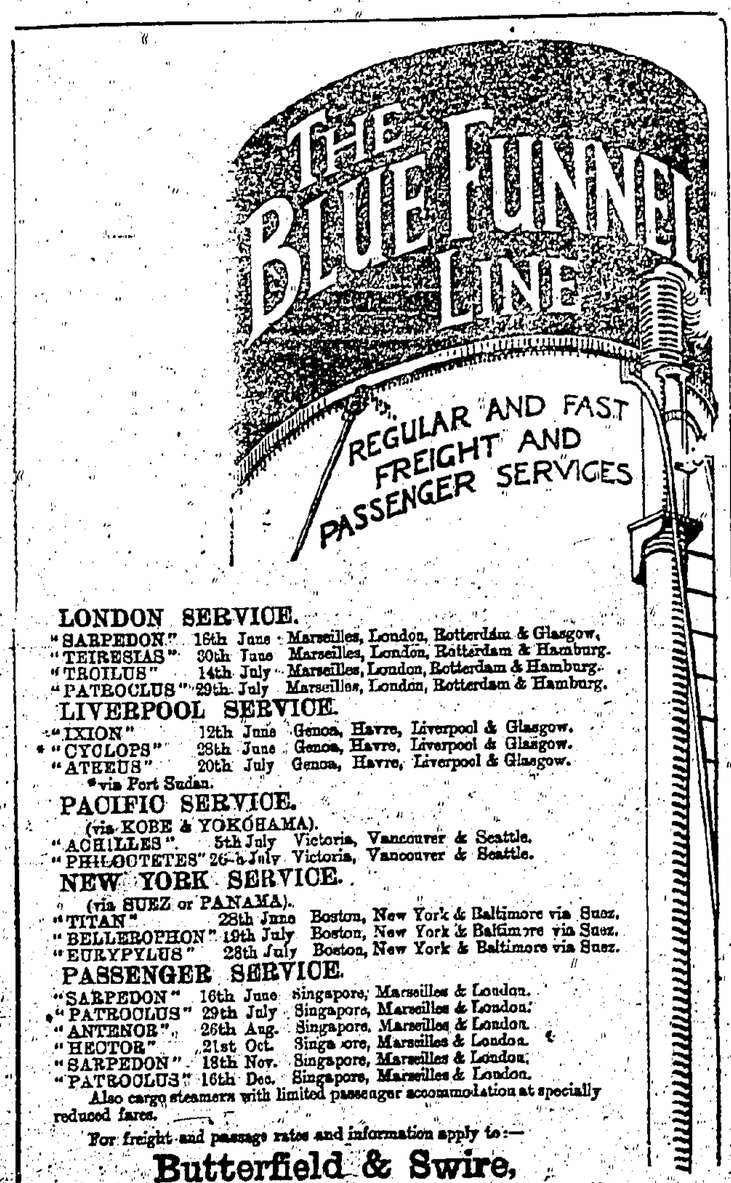
### INWARD MAILS.

| From | Per | Due |
|---|---|---|
| Shanghai ... ... ... ... | *Liangchow* ... | 10th June |
| U.S.A., Honolulu, Japan & Shanghai | *Pres. Lincoln* ... | 11th June |
| Straits — ... — ... | *Delta* ... | 11th June |
| Straits ... ... ... ... | *Emil Kirdorf* ... | 11th June |
| Europe via Suez (Letters & Papers, London 14th May, and Parcels, 6th May... | *Kashmir* ... | 11th June |
| Australia & Manila ... ... | *Arafura* ... | 11th June |
| Java ... ... ... ... ... | *Tjikemboeng* | 14th June |

### OUTWARD MAILS.

| For | Per | Date | |
|---|---|---|---|
| Straits, Ceylon, India, Mauritius, E. and S. Africa ... ... ... ... | *Sicilia* ... .. | Wednesday, 10th, | 10.30 A M |
| *Swatow and Amoy ... ... ... ... | *Van Overstraten*... | | Noon |
| Bangkok... ... ... ... ... | *Gillero* ... .. | | 12.30 P M |
| Shanghai ... ... ... ... ... | *Venesia* ... .. | | 12.30 P M |
| *Swatow and Amoy ... ... ... ... | *Haiyang* ... ... | | 1 30 P M |
| Swatow ... ... ... ... ... | *Hyaranoea* ... | | 3.30 P M |
| Shanghai ... ... ... ... ... | *Triesta* ... ... | | 3 30 P M |
| Hoihow, and Haiphong ... ... | *Mingsang* ... | | 5.00 P M |
| Hoihow, Pakhoi and Haiphong ... .. | *Taming* ... | Thursday, 11th, | 10 30 A M |
| Straits ... .. | *Carmarthenshire* | | 10.30 A M |
| Swatow, Amoy and Formosa .. ... | *Amakusa Maru*... | | 10.30 A M |
| Manila .. ... | *Yuensang*... .. | | 2.00 P M |
| Shanghai, Japan, Canada, U.S.A., Central and South America, and *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 1st July—and Europe via Siberia (Correspondence specially superscribed "via Siberia" only) ... ... ... ... | *Emp. of Australia* | Parcels ... Friday, 12th, Reg. Letters | 5.00 P M 9.15 A M 10.00 A M |
| Shanghai and *Japan ... ... ... | *Kashmir* .. | | 8.30 A M |
| Hoihow, Pakhoi and Haiphong ... ... | *Taikwa Maru* .. | | 8.30 A M |
| Hoihow and Bangkok ... ... ... | *Tean* .. | | 9.30 A M |
| Swatow, Amoy and Foochow .. ... ... | *Hai Ching* ... | | Noon |
| Manila ... ... ... ... ... | *Pres. Lincoln* .. | | 3.30 P M |
| Japan ... ... ... ... ... ... | *Arafura* ... .. | | 5.00 P M |
| Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 12th July ... ... ... | *Kalyan* ... | Parcels Reg. Letters 13th, | 5.00 P M 9 45 A M 10.30 A M |
| Sandakan ... ... ... ... | *Mausang* ... | | 10.00 A M |
| Straits and Calcutta ... ... | *Namsang* ... | Parcels ... Letters | Noon 1.00 P M 5 00 P M |
| Fort Bayard, Hoihow, Pakhoi & Haiphong... | *Hanoi* ... ... | | |
| Swatow, Amoy and Formosa ... ... ... | *Kaijo Maru* ... | Sunday, 14th, | 9.00 A M |
| *Swatow and Bangkok ... ... | *Kwangchow* ... | | 9.00 A M |
| Hoihow ... ... ... ... ... | *Kweiyang*.... ... | Tuesday, 16th, | 9.30 A M |
| Shanghai, Japan, Canada, U.S.A., C. and S. America and *Europe via San Francisco—due San Francisco, 10th July ... ... ... ... | *Korea Maru* | Registration Letters | 9.45 A M 10.30 A M |
| Swatow, Amoy and Foochow ... ... | *Hai Ning* | | 3 00 P M |
| Straits and India ... ... ... ... | *Jeypore* ... .. | Wednesday, 17th, | 10 30 A M |
| Straits ... ... ... ... ... ... | *Van Overstraten*... | Thursday, 18th, | 11 30 A M |
| Wei Hai Wei ... ... ... ... | *Kweichow*... | Saturday, 20th, | 2.30 P M |

*Correspondence bearing vessel's name only


**LONDON SERVICE.**

| | | |
|---|---|---|
| "SARPEDON" | 16th June | Marseilles, London, Rotterdam & Glasgow. |
| "TEIRESIAS" | 30th June | Marseilles, London, Rotterdam & Hamburg. |
| "TROILUS" | 14th July | Marseilles, London, Rotterdam & Hamburg. |
| "PATROCLUS" | 29th July | Marseilles, London, Rotterdam & Hamburg. |

**LIVERPOOL SERVICE.**

| | | |
|---|---|---|
| "IXION" | 12th June | Genoa, Havre, Liverpool & Glasgow. |
| *"CYCLOPS" | 28th June | Genoa, Havre, Liverpool & Glasgow. |
| "ATREUS" | 20th July | Genoa, Havre, Liverpool & Glasgow. |

*via Port Sudan.

**PACIFIC SERVICE.**
(via KOBE & YOKOHAMA).

| | | |
|---|---|---|
| "ACHILLES" | 5th July | Victoria, Vancouver & Seattle. |
| "PHILOCTETES" | 26th July | Victoria, Vancouver & Seattle. |

**NEW YORK SERVICE.**
(via SUEZ or PANAMA).

| | | |
|---|---|---|
| "TITAN" | 28th June | Boston, New York & Baltimore via Suez. |
| "BELLEROPHON" | 19th July | Boston, New York & Baltimore via Suez. |
| "EURYPYLUS" | 28th July | Boston, New York & Baltimore via Suez. |

**PASSENGER SERVICE.**

| | | |
|---|---|---|
| "SARPEDON" | 16th June | Singapore, Marseilles & London. |
| "PATROCLUS" | 29th July | Singapore, Marseilles & London. |
| "ANTENOR" | 26th Aug. | Singapore, Marseilles & London. |
| "HECTOR" | 21st Oct. | Singapore, Marseilles & London. |
| "SARPEDON" | 18th Nov. | Singapore, Marseilles & London. |
| "PATROCLUS" | 16th Dec. | Singapore, Marseilles & London. |

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

**Butterfield & Swire,**
Agents. [16A


## COMMERCIAL.

### OPENING QUOTATIONS.

June 9th, 1925.

| | | |
|---|---|---|
| On London.— | | |
| Telegraphic Transfer ... | | 2/3½ |
| Bank Bills, on demand ... | | 2/3 5/16 |
| Bank Bills, at 30 days' sight ... | | — |
| Bank Bills, at 4 months' sight | | 2/3¼ |
| Credits, at 4 months' sight ... | | 2/4½ |
| Documentary Bills, 4 months' sight ... ... ... ... | | 2/4½ |
| On Paris.— | | |
| Bank Bills, on demand ... | — | nom. |
| Credits, 4 months' sight | — | nom. |
| On New York.— | | |
| Bank Bills, on demand .. | — | 55½ |
| Credits, at 30 days' sight | — | 56⅜ |
| On Bombay.— | | |
| Telegraphic Transfer ... | } | 151½ |
| Bank Bills, on demand... | | |
| On Calcutta.— | | |
| Telegraphic Transfer ... | } | — |
| Bank Bills, on demand ... | | |
| On Shanghai.— | | |
| Bank Bills, at sight ... | } | nom. |
| Private, 30 days' sight ... | | |
| On Yokohama.—On demand | — | 134 |
| On Manila.—On demand | — | 110½ |
| On Singapore.—On demand | — | 97½ |
| On Batavia.—On demand ... | — | 133½ |
| On Haiphong.—On demand | — | nom. |
| On Saigon.—On demand ... | — | — |
| On Bangkok.—On demand | — | 82½ |
| Sovereign, Bank's Buying rate | ...$ | 8.57 |
| Gold Leaf, 100 fine, per tael | | 47.20 |
| Bar Silver, per oz. | | 31⅛ |

### HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

| | |
|---|---|
| Authorised Capital ... ... | $50,000,000 |
| Issued and Fully Paid-up ... | $20,000,000 |
| Reserve Funds:— | |
| Sterling ... ... ... | £4,500,000 |
| Silver ... ... ... ... | $26,500,000 |
| Reserve Liability of Proprietors ... | $20,000,000 |

*Court of Directors:*

G. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.

| | |
|---|---|
| D. G. M. Bernard, Esq. | Hon. Mr. A. O. Lang. |
| W. H. Bell, Esq. | W. L. Pattenden, Esq. |
| A. H. Compton, Esq. | J. A. Plummer, Esq. |
| Hon. Mr. P. H. Holyoak. | T. G. Weall, Esq. |

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 19th May, 1925. [35

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 7th January 1925. [26

### CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

| | |
|---|---|
| Paid-up Capital ... ... ... ... | £3,000,000 |
| Reserve Fund ... ... ... ... | £4,000,000 |
| Reserve Liability of Proprietors ... | £3,000,000 |

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. B. FERGUSON,
Manager.

Hongkong, April 15th, 1925. [20

### THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

| | |
|---|---|
| Capital Subscribed ..... | Yen 60,000,000 |
| Capital (Paid-up) ..... | Yen 52,500,000 |
| Reserve Fund ..... | Yen 12,980,000 |

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Bangkok, Hodgkong, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO,
Manager,
Hongkong Branch,
4, Des Voeux Road, Central.

Hongkong, 30th May, 1925. [27

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. [75


### THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

| | |
|---|---|
| Authorised Capital ... ... | £2,000,000 |
| Subscribed Capital ... ... | £1,500,000 |
| Paid-up Capital ... ... | £1,050,000 |
| Reserve Fund ... ... | £1,200,000 |

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

| | | | |
|---|---|---|---|
| Bangkok | Galle | Kuala Lumpur | Rangoon |
| Batavia | Hongkong | Madras | Shanghai |
| Bombay | Howrah | New York | Simla |
| Calcutta | Kandy | Penang | Singapore |
| Colombo | Karachi | Port Louis | Soerabaya |
| Delhi | Kota Bharu | (Mauritius) | |

Hongkong Branch:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Acting Manager.

7, Queen's Road Central,
Hongkong, April 17th, 1925. [23

### BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

| | |
|---|---|
| Subscribed Capital ..... | Frs. 72,000,000.00 |
| Paid-up Capital ..... | Frs. 53,400,000.00 |
| Reserve Fund ..... | Frs. 59,567,223.54 |

Branches:

| | | |
|---|---|---|
| Bangkok | Hongkong | Saigon |
| Battambang | Mongtze | Shanghai |
| Canton | Noumea | Singapore |
| Djibouti | Papeete | Tientsin |
| Haiphong | Peking | Tourane |
| Hankow | Phnom Penh | Vientiane |
| Hanoi | Pondichery | |

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 29th March, 1924 [31

### THE BANK OF EAST ASIA, LTD.

Head Office:—HONGKONG

| | |
|---|---|
| Authorised Capital ..... | $10,000,000 |
| Paid-up Capital ..... | 5,000,000 |
| Reserve Fund ..... | 1,000,000 |

Directors:
Hon. Mr. Chow Shou Son, Chairman

| | | |
|---|---|---|
| Pung Ping Shan | Ng Ching Luk | Huynh Tai Li |
| Li Koon Chun | Pong Wai Ting | Kan Ying Po |
| P. K. Kwok | Mok Ching Kung | Chan Ching Shak |
| | Wong Yun Tong | |

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.

KAN TONG PO,
Chief Manager.

Hongkong, 16th February, 1925. [33

### THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

| | |
|---|---|
| Authorized Capital..... | $60,000,000.00 |
| Paid-up Capital ..... | 15,278,600.00 |
| Reserve Founds ..... | 9,629,435.24 |

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank, The Equitable Trust Co., New York

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 8th, 1921. [83

### ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1924.

With Index. Price—$7.50.

On sale at the *Hongkong Daily Press* Office.

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

Netherlands Trading Society.

BANK.

Established 1824.
Hongkong Branch established 1863.

| | | |
|---|---|---|
| Authorized Capital Guilders | 150,000,000 | ($112,500,000) |
| Paid-up Capital ... ... | 60,000,000 | ($45,000,000) |
| Reserve Fund ... ... | 20,045,033 | ($15,033,775) |
| Special Reserves ... ... | 22,650,000 | ($17,670,411) |
| | | ($1,833,230) |

Head Office:—AMSTERDAM

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB,
Agent.

34

### THE YOKOHAMA SPECIE BANK, LIMITED.

| | |
|---|---|
| Capital (fully paid-up) ..... | Yen 100,000,00 |
| Reserve Fund ..... | Yen 80,500,00 |

Head Office: Yokohama.

Branches and Agencies at:

| | | |
|---|---|---|
| Batavia | Kobe | Soerabaya |
| Bombay | London | Rangoon |
| Buenos Ayres | Lyons | San Francisco |
| Calcutta | Los Angeles | Seattle |
| Changchun | Manila | Shanghai |
| Dairen (Dalny) | Nagasaki | Singapore |
| Fengtien | Nagoya | Shimonoseki |
| (Mukden) | Newchwang | Sydney |
| Hamburg | Osaka | Tientsin |
| Hankow | New York | Tokyo |
| Harbin | Peking | Tsinanfu |
| Honolulu | Rio de | Tsingtau |
| Kai Yuen | Janeiro | Vladivostock |

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

O. ARIMA, Manager.

Hongkong, 11th March, 1925. [25

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